

NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

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Kindle-DX Index; by-AptID

Use "Menu", then "Goto Page"

TN Min Alt#1	-	5	MQY	-	331
TN Min Rdr#1	-	8	MRC	-	74
TN Min TO#1	-	10	NQA	-	227
0A3	-	328	PHT	-	292
0A9	-	96	PVE	-	166
0M3	-	111	RKW	-	304
0M4	-	41	RNC	-	177
0M5	-	377	RVN	-	307
1M5	-	297	SCX	-	287
2A0	-	84	SNH	-	310
2A1	-	127	SRB	-	346
2M2	-	155	SYI	-	321
2M8	-	223	SZY	-	314
3M7	-	151	TGC	-	355
6A4	-	236	THA	-	363
8A3	-	170	TRI	-	31
APT	-	129	TYS	-	135
AYX	-	359	UCY	-	372
BGF	-	380			
BNA	-	247			
CHA	-	48			
CKV	-	59			
CSV	-	80			
DKX	-	132			
DYR	-	91			
EOD	-	64			
FYE	-	343			
FYM	-	98			
GCY	-	108			
GHM	-	45			
GKT	-	318			
GZS	-	300			
HDI	-	70			
HZD	-	116			
JAU	-	119			
JWN	-	279			
LUG	-	163			
M01	-	180			
M02	-	87			
M04	-	78			
M08	-	28			
M33	-	104			
M53	-	114			
M54	-	158			
M91	-	351			
MBT	-	239			
MEM	-	183			
MKL	-	121			
MMI	-	23			
MNV	-	174			
MOR	-	233			

Kindle-DX Index; by-City, by-AptID

Use "Menu", then "Goto Page"

TN Mins - Alternates #1	-	5	PULASKI	GZS	-	300
TN Mins - Radar #1	-	8	ROCKWOOD	RKW	-	304
TN Mins - Take-Off #1	-	10	ROGERSVILLE	RVN	-	307
ATHENS	MMI	- 23	SAVANNAH	SNH	-	310
BOLIVAR	M08	- 28	SELMER	SZY	-	314
BRISTOL-JOHNSON-KIN	TRI	- 31	SEVIERVILLE	GKT	-	318
CAMDEN	0M4	- 41	SHELBYVILLE	SYI	-	321
CENTERVILLE	GHM	- 45	SMITHVILLE	0A3	-	328
CHATTANOOGA	CHA	- 48	SMYRNA	MQY	-	331
CLARKSVILLE	CKV	- 59	SOMERVILLE	FYE	-	343
CLARKSVILLE	EOD	- 64	SPARTA	SRB	-	346
CLEVELAND	HDI	- 70	SPRINGFIELD	M91	-	351
COLUMBIA-MOUNT PLEA	MRC	- 74	TRENTON	TGC	-	355
COVINGTON	M04	- 78	TULLAHOMA	AYX	-	359
CROSSVILLE	CSV	- 80	TULLAHOMA	THA	-	363
DAYTON	2A0	- 84	UNION CITY	UCY	-	372
DICKSON	M02	- 87	WAVERLY	0M5	-	377
DYERSBURG	DYR	- 91	WINCHESTER	BGF	-	380
ELIZABETHTON	0A9	- 96				
FAYETTEVILLE	FYM	- 98				
GALLATIN	M33	- 104				
GREENEVILLE	GCY	- 108				
HOHENWALD	0M3	- 111				
HUMBOLDT	M53	- 114				
HUNTINGDON	HZD	- 116				
JACKSBORO	JAU	- 119				
JACKSON	MKL	- 121				
JAMESTOWN	2A1	- 127				
JASPER	APT	- 129				
KNOXVILLE	DKX	- 132				
KNOXVILLE	TYS	- 135				
LAFAYETTE	3M7	- 151				
LAWRENCEBURG	2M2	- 155				
LEBANON	M54	- 158				
LEWISBURG	LUG	- 163				
LEXINGTON-PARSONS .	PVE	- 166				
LIVINGSTON	8A3	- 170				
MADISONVILLE	MNV	- 174				
MCMINNVILLE	RNC	- 177				
MEMPHIS	M01	- 180				
MEMPHIS	MEM	- 183				
MILLINGTON	2M8	- 223				
MILLINGTON	NQA	- 227				
MORRISTOWN	MOR	- 233				
MOUNTAIN CITY	6A4	- 236				
MURFREESBORO	MBT	- 239				
NASHVILLE	BNA	- 247				
NASHVILLE	JWN	- 279				
ONEIDA	SCX	- 287				
PARIS	PHT	- 292				
PORTLAND	1M5	- 297				

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹
VOR Rwy 10²

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2½.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN
CITY RGNL RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES
RGNL TN/VA ILS or LOC Rwy 5, 900-2½
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
RADAR-1³⁴
RNAV (GPS) Rwy 2³⁵
RNAV (GPS) Rwy 15¹⁶
RNAV (GPS) Rwy 20⁵⁷
RNAV (GPS) Rwy 33¹³
VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴NA when control tower closed.

⁵NA when local weather not available.

⁶Category C, 800-2½; Category D, 800-2½.

⁷Categories A,B,C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

Category D, 800-2½.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY
INTL ILS or LOC Rwy 9
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI RNAV (GPS) Rwy 1

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 22¹
NDB-A²
VOR -A¹
VOR /DME Rwy 4¹

¹NA when local weather not available.

²NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI RNAV (GPS) Rwy 6

NA when local weather not available.

Categories A,B, 1700-2; Category C, 1700-3.

ALTERNATE MINS

E2

NAME **ALTERNATE MINIMUMS**
FRANKFORT, KY
CAPITAL CITY **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY
GLASGOW MUNI **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2½.

HENDERSON, KY
HENDERSON
CITY-COUNTY **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN
MC KELLAR-
SIPES RGNL **ILS or LOC Rwy 2¹**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
¹NA when control tower closed.

KNOXVILLE, TN
MC GHEE-TYSON **ILS or LOC Rwy 5L¹**
ILS or LOC Rwy 23R¹
RNAV (GPS) Rwy 23R²
RADAR-1³
¹ILS, Category D, 700-2.
²Category D, 800-2½.
³Category E, 1000-3.

LEXINGTON, KY
BLUE GRASS **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.

LONDON, KY
LONDON-CORBIN COUNTY-
MAGEE FIELD **ILS or LOC Rwy 6¹**
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24²
VOR Rwy 6²
NA when local weather not available.
¹ILS, LOC, Category C, 900-2½; Category D,
900-2½.
²Category C, 900-2½; Category D, 900-2½.

NAME **ALTERNATE MINIMUMS**
LOUISVILLE, KY
BOWMAN FIELD **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD **ILS or LOC Rwy 17L¹**
ILS or LOC Rwy 17R¹
ILS or LOC Rwy 35L²
ILS or LOC Rwy 35R²
RNAV (GPS) Rwy 29³

¹Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-3.
²Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-2½.
³Category D, 800-2½.

MEMPHIS, TN
MEMPHIS INTL **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2½.

MIDDLESBORO, KY
MIDDLESBORO-
BELL COUNTY **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN
MILLINGTON
RGNL JETPORT **ILS or LOC Rwy 22¹²³**
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 22²⁴
VOR/DME or TACAN Rwy 22²⁴
¹NA when control tower closed or when local
weather not available.
²NA when local weather not available.
³ILS, Category E, 700-2½;LOC, Category E,
800-2½.
⁴Category E, 800-2½.

NASHVILLE, TN
JOHN C TUNE **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL **ILS or LOC Rwy 2C¹**
RNAV (GPS) Y Rwy 2L²
¹ILS, LOC, Categories A, B, 900-2; Category C,
900-2½; Category D, 900-2½.
²Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ALTERNATE MINS

E3

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS

COUNTY ILS or LOC Rwy 36¹²³

RNAV (GPS) Rwy 18²⁴

RNAV (GPS) Rwy 23²⁴

RNAV (GPS) Rwy 36²⁴

VOR or GPS Rwy 18¹⁴

VOR Rwy 5¹⁵

VOR Rwy 18¹⁴

VOR Rwy 36²⁴
¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2½.

⁴Category D, 800-2½.

⁵Category C, 800-2½; Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL ILS or LOC Rwy 4¹

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

VOR Rwy 4

NA when local weather not available.

¹NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL RNAV (GPS) Rwy 21

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI RNAV (GPS) Rwy 22

VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-

SHELBYVILLE MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Y Rwy 36

RNAV (GPS) Z Rwy 36¹

VOR Rwy 36

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ILS Rwy 32¹³

NDB Rwy 32¹²

RNAV (GPS) Rwy 14²

RNAV (GPS) Rwy 32²

VOR/DME Rwy 14²

VOR/DME Rwy 32²
¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND

RGNL ILS or LOC/DME Rwy 5¹

RNAV (GPS) Y Rwy 5²

RNAV (GPS) Z Rwy 5, 800-2½

RNAV (GPS) Rwy 23³

NA when local weather not available.

¹ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2½.

LOC, Category C, 800-2½; Category D, 900-2½.

²Category C, 800-2½; Category D, 900-2½.

³Category C, 800-2½; Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY

COUNTY RNAV (GPS) Rwy 2¹

RNAV (GPS) Rwy 20

VOR/DME Rwy 20²

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D,

1300-3.

²Category D, 900-3.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ALTERNATE MINS

E3

SE-1

RADAR MINS

N1

10126

RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)

RADAR¹¹ - (E) 134.350x 237.5x 395.9x 258.3x 290.9x **ELEV 572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1¹³						
ASR	5 ^{1 4 8 10}		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23 ^{5 9 10}		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR ¹²	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR ¹⁴	5 ^{1 2 3 4}	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23 ^{2 3 5}	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36 ^{1 3 6 7}	3.0/45/814	ABC	808-1	250	(300-1)

¹Apch not auth when R-3701, R-3702A in use. ²FAF 4.9 miles from threshold. ³Glideslope intercept altitude 2200. ⁴Final approach course 045. ⁵Final approach course 225. ⁶FAF 5.0 miles from threshold. ⁷Final approach course 360. ⁸Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. ⁹Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. ¹⁰FAF 5.0 miles from threshold, minimum altitude 2200. ¹¹Lost Comm: As directed by ATC on initial contact. ¹²Circling NA SE of Rwy 5-23.

Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

¹³Radar Missed Approach: Climb to 2200 for radar vectors.

¹⁴PAR unavabl Sat-Sun 2300-0700Z++.

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10126

N1

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

RADAR MINS

N2

10126

RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA, TN
LOVELL FIELD

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

RADAR- 125.1 379.1 ▽ ▲

			DA/ MDA-VIS	HAT/ HAA HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HAA HAA CEIL-VIS
ASR	RWY	GS/TCH/RPI	CAT				CAT		
	2		AB	1140 /24	458 (500-¾)		C	1140 /40	458 (500-¾)
			D	1140 /50	458 (500-1)				
	20		AB	1260 /24	587 (600-¾)		C	1260 /50	587 (600-1)
			D	1260 /60	587 (600-1¼)				
	33		AB	1340 -1	669 (700-1)		C	1340 -1¼	669 (700-1¼)
			D	1340 -2	669 (700-2)				
CIRCLING			AB	1340 -1	658 (700-1)		C	1340 -1¼	658 (700-1¼)
			D	1460 -2½	778 (800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN
MC GHEE-TYSON

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

RADAR- 123.9 360.8 ▽ ▲

ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
				AB	1420-1		461 (500-1)	C
			D <td>1420-1½</td> <td>461 (500-1½)</td> <td>E<td>1420-1¾</td><td>461 (500-1¾)</td></td>	1420-1½	461 (500-1½)	E <td>1420-1¾</td> <td>461 (500-1¾)</td>	1420-1¾	461 (500-1¾)
	5L		AB	1420/24	467 (500-½)	C	1420/40	467 (500-¾)
			D	1420/50	467 (500-1)	E <td>1420/60</td> <td>467 (500-1¼)</td>	1420/60	467 (500-1¼)
	23R		AB	1520/40	539 (600-¾)	C <td>1520/50</td> <td>539 (600-1)</td>	1520/50	539 (600-1)
			D	1520/60	539 (600-1¼)	E <td>1520-1½</td> <td>539 (600-1½)</td>	1520-1½	539 (600-1½)
	23L		AB	1520-1¼	555 (600-1¼)	C <td>1520-1½</td> <td>555 (600-1½)</td>	1520-1½	555 (600-1½)
			D	1520-1¾	555 (600-1¾)	E <td>1520-2</td> <td>555 (600-2)</td>	1520-2	555 (600-2)
CIRCLING			AB	1520-1¼	539 (600-1¼)	C <td>1540-1½</td> <td>559 (600-1½)</td>	1540-1½	559 (600-1½)
			D	1620-2	639 (600-2)	E <td>1900-3</td> <td>919 (1000-3)</td>	1900-3	919 (1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA)

ELEV 593

RADAR - (E) 118.1 340.9 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	23	5	COPTER	1060-½	473 (500-½)
			COPTER	1100-½	507 (600-½)

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10126

N2

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
ASHLAND, KY ASHLAND RGNL (DWU) AMDT 4 09015 (FAA) TAKE-OFF MINIMUMS: Rwy 10 , 600-2¾ or std. with a min. climb of 430' per NM to 1100. DEPARTURE PROCEDURE: Rwy 10 , climb heading 103° to 1200 before proceeding on course. Rwy 28 , climb heading 283° to 1100 before turning right. NOTE: Rwy 10 , trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/ 979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. Rwy 28 , trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.		ATHENS, TN MCMINN COUNTY (MMI) AMDT 1 10154 (FAA) TAKE-OFF MINIMUMS: Rwy 2 , 400-2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 - 3 for climb in visual conditions. Rwy 20 , std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 2 , climb heading 022° to 2200 before turning right or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. Rwy 20 , climb heading 202° to 1900 before turning left or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. NOTE: Rwy 2 , trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/ 1061' MSL. Rwy 20 , trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.	
		BARDSTOWN, KY SAMUELS FIELD DEPARTURE PROCEDURE: Rwy 2 , climb runway heading to 1100 before turning east.	
		BOLIVAR, TN WILLIAM L. WHITEHURST FIELD TAKE-OFF MINIMUMS: Rwy 1 , 200-1. Rwy 19 , 300-1.	

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.

Rwy 23, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL.

Rwy 20, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C3

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9**, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C**, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C**, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R**, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

Rwy 19, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C3

SE-1



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21**, climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL.

Rwy 35, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4**, trees 445' from departure end of runway, 400' left of centerline, 90' AGL/395' MSL.

Rwy 22, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

..... Rwy 15, 300-1

Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI (GCY)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1¼. **Rwy 23**, 300-1¼ or std. w/ min. climb of 337' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5**, climb heading 051° to 4100 before turning right. **Rwy 23**, climb heading 231° to 4400 before turning left.

NOTE: **Rwy 5**, trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23**, trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.**Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 246' per NM to 1300.

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1¼ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.

HUNTINGDON, TN

CARROLL COUNTY

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10238

JACKSBORO, TN CAMPBELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXX R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXX R-336 southeast bound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/ 1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY JULIAN CARROLL

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN MCKELLAR / SIPES RGNL (MKL) AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/ 470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/ 509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY RUSSELL COUNTY (K24) ORIG 08017 (FAA)

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN JAMESTOWN MUNI (2A1) ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN MARION COUNTY-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN KNOXVILLE DOWNTOWN ISLAND (DKX) AMDT 5 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2¼ or std. w/ min. climb of 395' per NM to 1400. **Rwy 26**, 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to intercept VXX R-053 to 4100 before proceeding on course. **Rwy 26**, climb heading 245° to intercept VXX R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26**, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN LAFAYETTE MUNI (3M7) ORIG 09099 (FAA)

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES





10238

C7



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY
(2M2)

ORIG 09099 (FAA)

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22**, NA-Obstacles.

Rwy 19, std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19**, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

NOTE: **Rwy 1**, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19**, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON

TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4**, light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure end of runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8**, antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22**, tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left of centerline, up to 110' AGL/1080' MSL. **Rwy 26**, tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C7

SE-1

LOUISVILLE, KY BOWMAN FIELD (LOU) AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1½ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/ 602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/ 550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL. **Rwy 36**, tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 1/4 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 1/4 or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A.
THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.





10238

C10



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

MORRISTOWN, TN

MOORE-MURRELL (MOR)

AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXX VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23**, climb heading 233° and VXX VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5**, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.

Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 2600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C10

SE-1



10238

C11



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

ORIG 10070 (FAA)

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL.

Rwy 34, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C11

SE-1



10238

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C12

RICHMOND, KY

MADISON (I39)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1900 before turning left.

NOTE: **Rwy 18**, trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36**, trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),

CLARKSVILLE, TN AMDT 1A, 10126

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 163' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C12

SE-1



10238

C13



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SOMERSET, KY

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL.

Rwy 23, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2½ or std. w/ min. climb of 280' per NM to 800.

NOTE: **Rwy 18**, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36**, trees beginning 1.5 NM from DER, 1240' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL.

Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FIELD

(THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1½ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



C13

SE-1

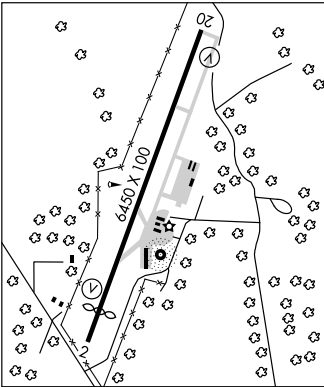
ABERNATHY FLD (See PULASKI)

ARNOLD AFB (KAYX)(AYX) AF 6 E UTC-6(-5DT) N35°23.55' W86°05.15' ATLANTA
1065 B NOTAM FILE BNA Not insp. H-6K, 9A, L-16J
RWY 03-21: H6000X150 (ASPH) PCN 35 F/B/X/T DIAP
RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 45'.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 45'.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA-6000 TODA-6000
RWY 21: TORA-6000 TODA-6000
MILITARY SERVICE: JASU A/M32-86, A/M32-60 **FUEL** J8 **OIL** JOAP 24 hr PN **TRAN ALERT** Tran maintenance support extremely limited.
MILITARY REMARKS: PPR, CLOSED weekend and holidays. **RSTD** Official Business Only. PPR 24 hr prior notice rqr. Ctc Base OPS Mon-Fri 1300-2100Z±, DSN 340-7752/7689, C931-454-7752/7689 for PPR number.
CAUTION: Deer and bird haz. Ctc Base OPS 10 min prior to ldg for arr info and wildlife watch update. Ldg at pilot's discretion. C-130 airdrop or copter opr in vicinity possible. **TFC PAT** Overhead 2500'. Avoid overflight of large rocket test facility 1 NM E.
WEATHER DATA SOURCES: AWOS-3 128.325. C931-454-2052.
COMMUNICATIONS: CTAF/UNICOM 126.2 257.975
Ⓡ **MEMPHIS APP/DEP CON** 126.75 353.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 121° 20.1 NM to fld. 814/01W.
TULLAHOMA RGNL (T) VORW 109.65 UXM N35°22.83' W86°14.75' 088° 7.9 NM to fld.

ARNOLD FLD (See HALLS)

ATHENS

McMINN CO (MMI) 3 SE UTC-5(-4DT) N35°23.95' W84°33.71' ATLANTA
874 B S4 **FUEL** 100LL, JET A NOTAM FILE BNA H-9A, 12F, L-25A
RWY 02-20: H6450X100 (ASPH) S-30, D-42 MIRL 0.8% up N IAP
RWY 02: REIL. SAVASI(S2L). Thld dsplcd 949'. Trees.
RWY 20: REIL. SAVASI(S2L).Trees.
AIRPORT REMARKS: Attended 1330-1030Z±. PAEW invof Rwy 02-20.
WEATHER DATA SOURCES: AWOS-3 125.425 (423) 745-3422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KNOXVILLE APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.
HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 140° 30.6 NM to fld. 3040/02W. HIWAS.
NDB (MHW) 242 MMI N35°23.68' W84°33.70' at fld.
NOTAM FILE BNA. NDB unmonitored 0130-1330Z±.



BEECH RIVER RGNL (See LEXINGTON-PARSONS)

BENFI N35°44.53' W84°04.87' NOTAM FILE TYS. ATLANTA
NDB (LOM) 353 TY 049° 5.9 NM to Mc Ghee Tyson. L-25B

BENTON

CHILHOWEE GLIDERPORT (92A) 4 NE UTC-5(-4DT) N35°13.59' W84°35.10' ATLANTA
770 NOTAM FILE BNA
RWY 03-21: 2600X200 (TURF)
RWY 03: Thld dsplcd 400'. P-line. RWY 21: Thld dsplcd 200'. P-line. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 03-21 surface uneven. Rwy 03-21 center 50 ft portion only marked with in-ground white painted markers. Rwy 03-21 dsplcd thlds marked with in-ground white painted markers. Rws 03-21 thld marked with in-ground white painted markers.
COMMUNICATIONS: CTAF 122.9

NDB

MMI

242

APP CRS

033°

Rwy Idg

5500

TDZE

846

Apt Elev

874

ATHENS/MCMINN COUNTY (MMI)

NDB RWY 2

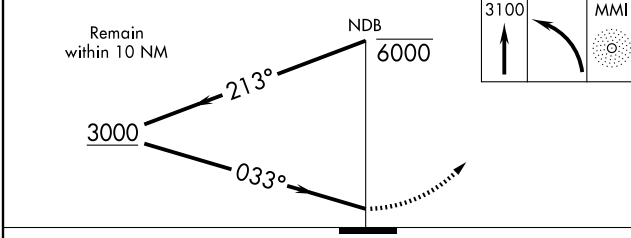
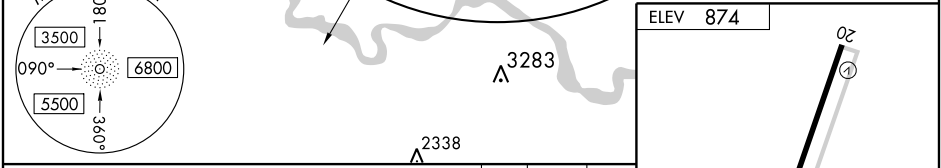
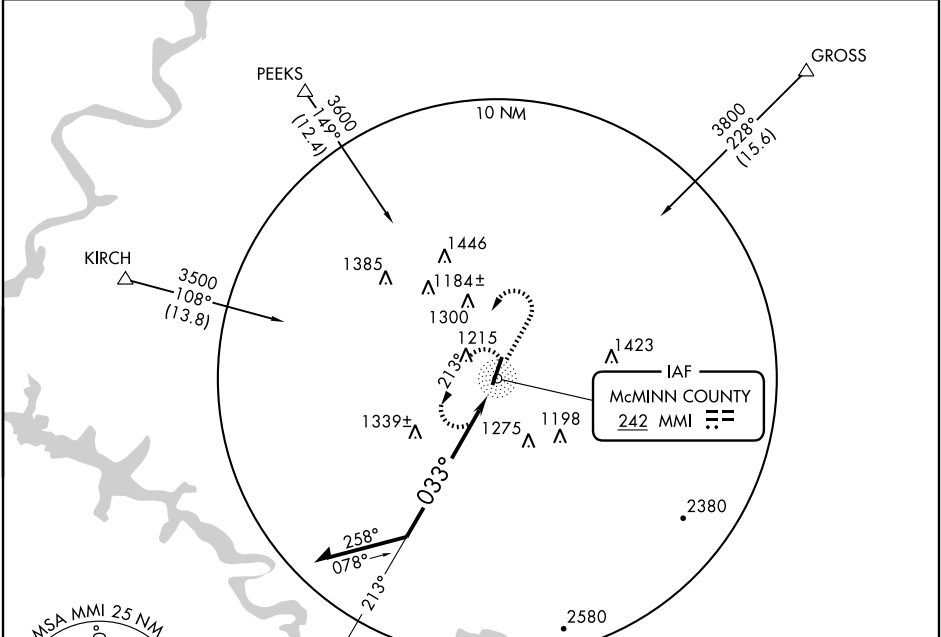
▼

NA

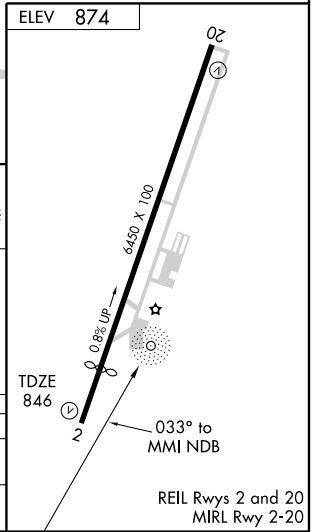
Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 then left turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
S-2	1700-1 854 (900-1)	1700-1¼ 854 (900-1¼)	1700-2½ 854 (900-2½)	1700-2¾ 854 (900-2¾)
CIRCLING	1700-1 826 (900-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	1700-2¾ 826 (900-2¾)



NDB MMI	APP CRS	Rwy Idg	6450
<u>242</u>	198°	TDZE	874
		Apt Elev	874

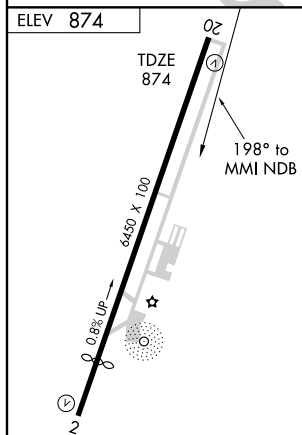
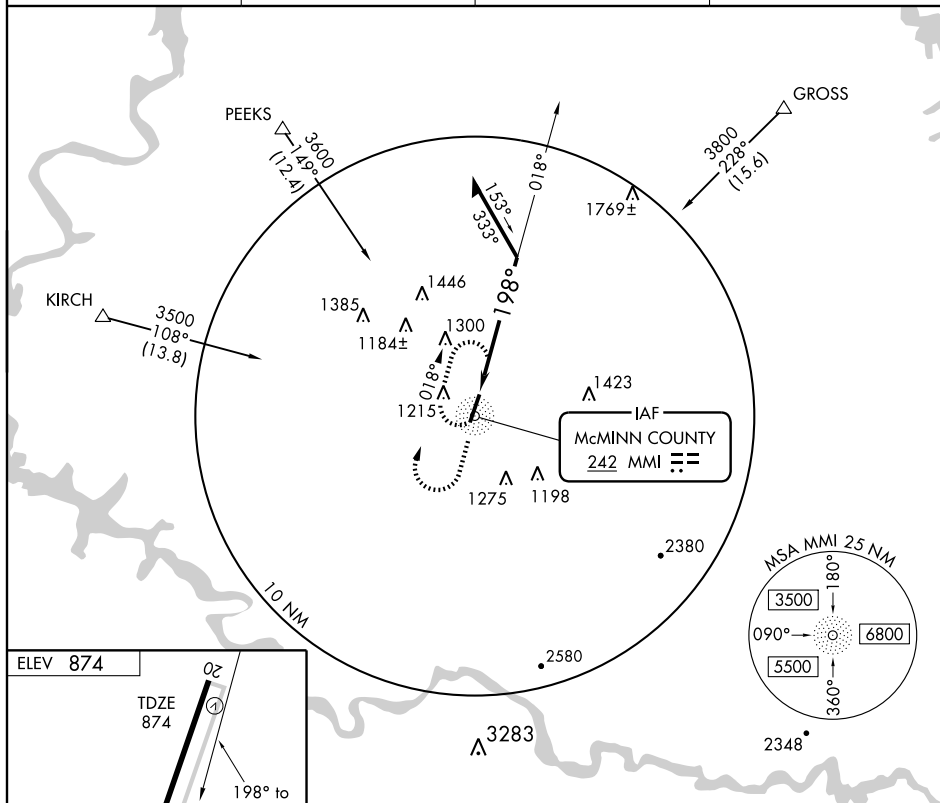
NDB RWY 20

ATHENS/MCMINN COUNTY (MMI)

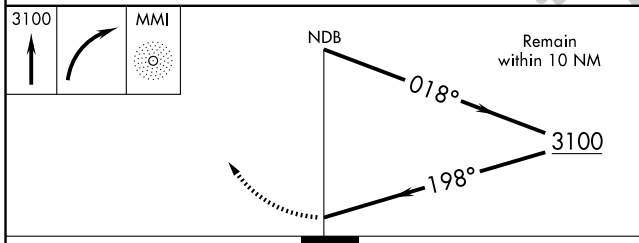
T Visibility reduction by helicopters NA. When local
A altimeter setting not received, use McGhee-Tyson
altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3100 then right turn direct MMI NDB and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
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REIL Rwy 2 and 20
MIRL Rwy 2-20



CATEGORY	A	B	C	D
S-20	1940-1¼ 1066 (1100-1¼)	1940-1½ 1066 (1100-1½)	1940-3	1066 (1100-3)
CIRCLING	1940-1¼ 1066 (1100-1¼)	1940-1½ 1066 (1100-1½)	1940-3	1066 (1100-3)

NDB RWY 20

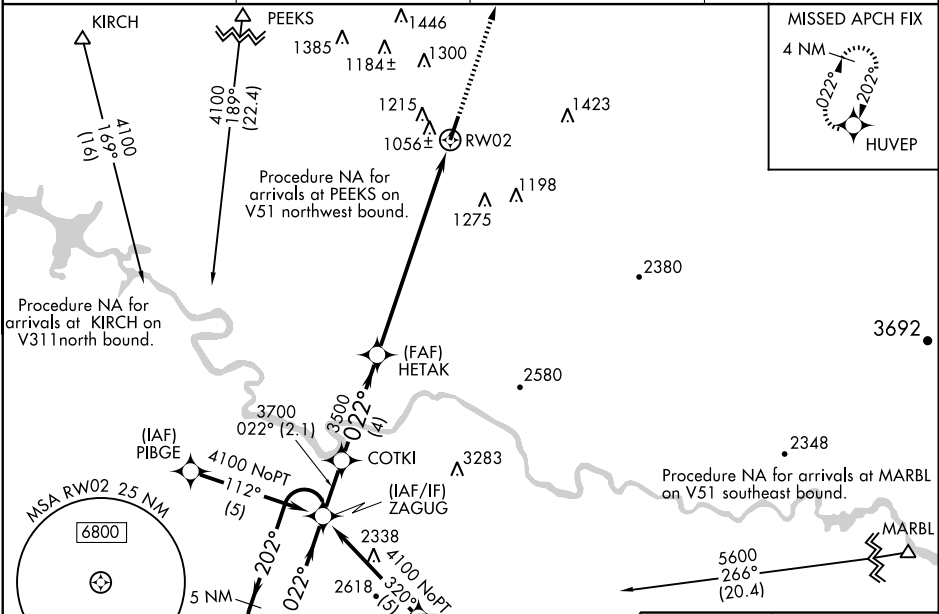
WAAS CH 69616 W02A	APP CRS 022°	Rwy Idg 5500 TDZE 846 Apt Elev 874
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RNAV (GPS) RWY 2
ATHENS/MCMINN COUNTY (MMI)

Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV and LNAV/VNAV all Cats visibility ½ mile; LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3100 direct HUVEP and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

ZAGUG

VGSI and RNAV glidepath not coincident.

3100 HUVEP

GS 3.00° TCH 40

2.1 NM 4 NM 8.1 NM

CATEGORY	A	B	C	D
LPV DA		1128-1	282 (300-1)	
LNAV/VNAV DA		1377-2	531 (600-1)	
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2¼ 754 (800-2¼)	1600-2½ 754 (800-2½)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2¼ 726 (800-2¼)	1600-2½ 726 (800-2½)

ELEV 874

REIL Rwy 2 and 20

MIRL Rwy 2-20

TDZE 846

0.8% Up

6450 X 100

022° to RWY 02

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS
CH 45717
W20A

APP CRS
202°

Rwy Idg
6450
TDZE
874
Apt Elev
874

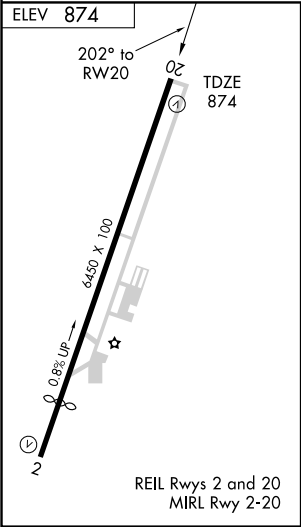
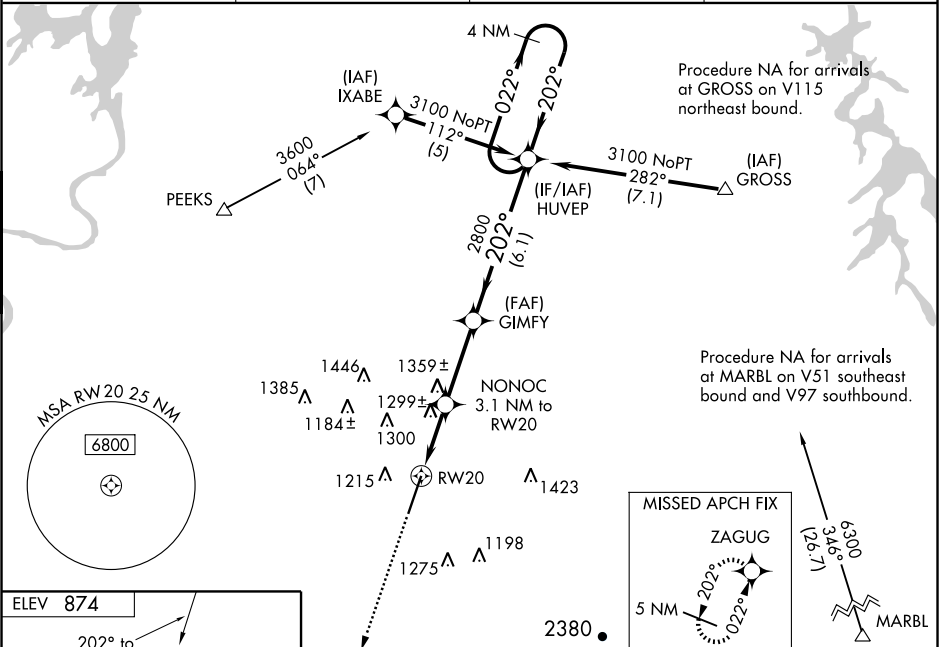
RNAV (GPS) RWY 20

ATHENS/MCMINN COUNTY (MMI)

Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV all Cts visibility ½ mile; LNAV/VNAV all Cts visibility 1 mile; LNAV and Circling Cat B visibility ½ mile; LNAV and Circling Cats C/D visibility ½ mile.

MISSED APPROACH:
Climb to 4100 direct ZAGUG and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
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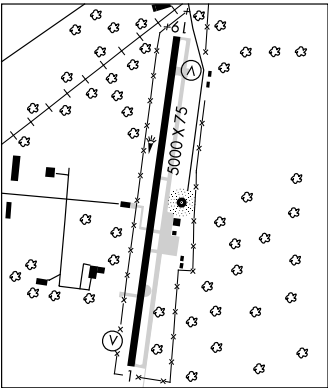
4100 ZAGUG				
VGSI and RNAV glidepath not coincident.				
*LNAV only				
NONOC 3.1 NM to RW20				
RW20				
*1900				
2800				
3.1 NM 2.7 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	1174-1		300 (300-1)	
LNAV/VNAV DA	1718-3		844 (900-1)	
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)

BENTON CO (See CAMDEN)

BOILING FORK N35°10.68' W86°04.09' NOTAM FILE BNA. ATLANTA
NDB (MHW) 263 BGF at Winchester Muni. Unmonitored 0000–1400Z‡. L-16J

BOLIVAR

WILLIAM L. WHITEHURST FLD (MØ8) 4 SW UTC–6(–5DT) N35°12.91' W89°02.59' MEMPHIS
499 S4 FUEL 100LL NOTAM FILE MKL H–6J, L–16H
RWY 01–19: H5000X75 (ASPH) MIRL IAP
RWY 01: SAVASI(S2L)—TCH 26'. Trees.
RWY 19: SAVASI(S2L)—TCH 22'. Trees.
AIRPORT REMARKS: Attended Oct–Mar Mon–Sat 1430–2230Z‡, Sun
1600–2230Z‡, Apr–Sep Mon–Sat 1430–2300Z‡, Sun
1600–2230Z‡. After hours svc call 731–658–6436.
WEATHER DATA SOURCES: AWOS–3 121.125 (901) 658–6436.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ MEMPHIS CENTER APP/DEP CON 124.35
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'
W89°29.79' 037° 34.7 NM to fld. 630/03E.
HARDEMAN NDB (MHW) 404 BAV N35°12.86' W89°02.53'
at fld. NOTAM FILE MKL.
NDB unmonitored 2300–1500Z‡. NDB unusable byd 20 NM.



BOMAR FLD–SHELBYVILLE MUNI (See SHELBYVILLE)

BOOIE N36°23.92' W82°29.77' NOTAM FILE TRI. CINCINNATI
NDB (MHW/LOM) 221 BO 047° 6.3 NM to Tri–Cities Rgnl TN/VA. Unmonitored when twr closed. L–25C

BRISTOL N36°28.51' W82°24.24' CINCINNATI
RCO 122.2 (NASHVILLE RADIO) at Tri–Cities Rgnl TN/VA. L–25C

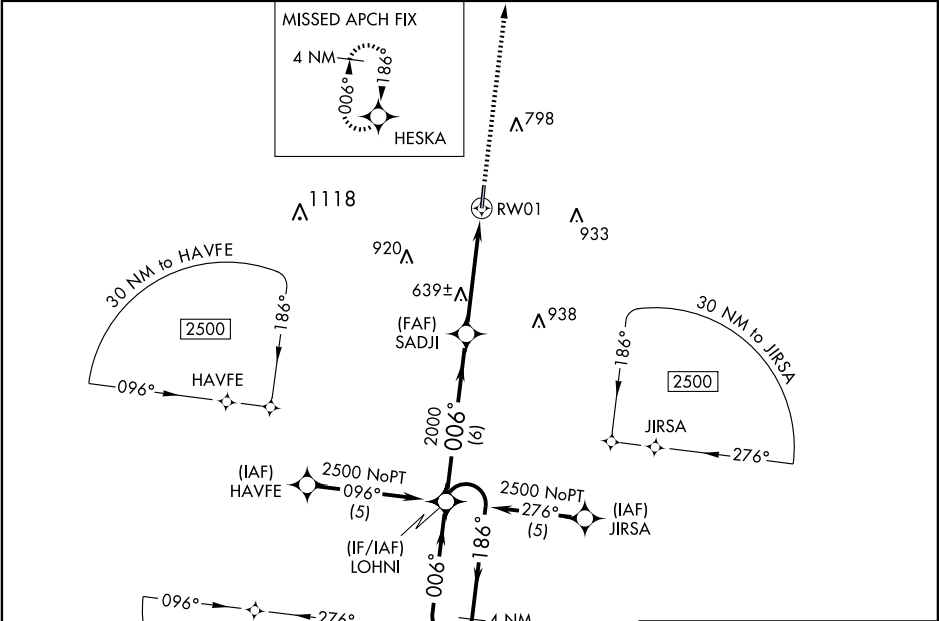
APP CRS	Rwy Idg	5000
006°	TDZE	499
	Apt Elev	499

RNAV (GPS) RWY 1

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)

<p>▼</p> <p>▲ NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile. VDP NA when using Jackson altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct HESKA and hold.</p>
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AWOS-3 121.125	MEMPHIS CENTER 124.35 239.3	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		2500 HESKA	
LOHNI		RW01	
2500 ← 186°		006° →	
VGSI and descent angles not coincident.		3.04° TCH 40	
6 NM		3.3 NM	
1.2 NM		1.2 NM to RW01	
SADJI		RW01	
2000		2500	
HESKA		619±	
621		5000 X 75	
006° to RW01		MIRL Rwy 1-19	

CATEGORY	A	B	C	D
LNAV MDA	900-1	401 (500-1)	900-1¼	401 (500-1¼)
CIRCLING	980-1	481 (500-1)	980-1½	1160-2
			481 (500-1½)	661 (700-2)

RNAV (GPS) RWY 1

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

10210

AIRPORT DIAGRAM

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE

AL-426 (FAA)

ATIS
118.25
TRI-CITY TOWER ★
119.5 257.8
GND CON
121.7 348.6

1743±

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

NORTH GA
RAMP

FIRE
STATION
TERMINAL

FIELD
ELEV
1519

SOUTH GA
RAMP
TWR

CORPORATE
HANGARS

CARGO
RAMP
CARGO
TERMINAL

RWY 05-23
S-100, D-150, 2S-175, 2D-210
RWY 09-27
S-30, D-50, 2D-95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82° 25' W

82° 24' W

AIRPORT DIAGRAM

10210

BRISTOL-JOHNSON-KINGSPORT, TENNESSEE
BRISTOL/TRI-CITIES RGNL TN/VA (TRI)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

BRISTOL/JOHNSON/KINGSPORT**TRI-CITIES RGNL TN/VA** (TRI) 12SW UTC-5(-4DT) N36°28.51' W82°24.45'

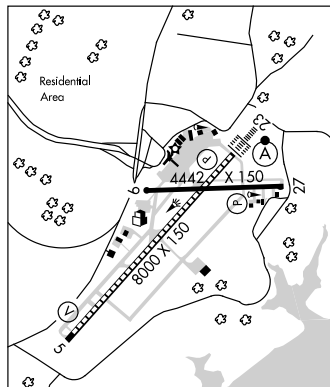
1519 B S4 FUEL 100LL, JET A OX 1, 2 Class I, ARFF Index B

NOTAM FILE TRI

RWY 05-23: H8000X150 (ASPH-GRVD) S-100, D-150, 2S-175, 2D-210 HIRL CL**RWY 05:** VASI(V4L)—GA 3.0°TCH 55'. Trees. 0.4% up.**RWY 23:** ALSF2. TDZL. PAPI(P4R). Trees.**RWY 09-27:** H4442X150 (ASPH) S-30, D-50, 2D-95 MIRL**RWY 09:** Tree. **RWY 27:** REIL. PAPI(P4L).**AIRPORT REMARKS:** Attended continuously. U.S. customs user fee arpt.

ALSF 2 Rwy 23 and HIRL Rwy 05-23 opr med ints when twr clsd.

MIRL Rwy 09-27 and REIL Rwy 27 not avbl when twr clsd.

WEATHER DATA SOURCES: ASOS (423) 279-0363. LLWAS.**COMMUNICATIONS:** CTAF 119.5 ATIS 118.25 UNICOM 122.95**BRISTOL RCO** 122.2 (NASHVILLE RADIO)**(R) APP CON** 134.425 (047°-227°) 125.5 (228°-046°) 119.25 (1100-0500Z±)**TOWER** 119.5 (1100-0500Z±) **GND CON** 121.7**(R) DEP CON** 134.425 (047°-227°) 125.5 (228°-046°)(1100-0500Z±)**(R) ATLANTA CENTER APP/DEP CON** 127.85 (0500-1100Z±)**AIRSPACE:** CLASS D svc 1100-0500Z± other times CLASS E.**TRSA** svc ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HMY Chan 93 N36°26.22' W82°07.77' 284° 13.6 NM to fld. 4321/04W.**BOOIE NDB (MHW/LOM)** 221 BO N36°23.91' W82°29.77' 047° 6.3 NM to fld. NOTAM FILE TRI. (Unmonitored when twr closed).**MOCCA NDB (LOM)** 299 TR N36°33.32' W82°19.08' 226° 6.5 NM to fld.**ILS** 109.9 I-TRI Rwy 23. Class IIE. LOM MOCCA NDB. BC unusable. ILS and MOCCA LOM unmonitored when twr clsd. Localizer unusable by 10 degrees rgt of course.**ILS** 111.5 I-BON Rwy 05. Class IB. LOM BOOIE NDB. Glideslope unusable by 5 degrees rgt of LOC course. Localizer unusable by 25 degrees left of centerline. Localizer unusable and NDB LOM unmonitored when twr clsd.

CINCINNATI

H-9B, 12G, L-25C

IAP, AD

BROWNSVILLE**THORNTON** (47M) 6 NE UTC-6(-5DT) N35°41.12' W89°12.27'

351 NOTAM FILE MKL

RWY 17-35: 2000X150 (TURF)**RWY 17:** Trees. **RWY 35:** Trees.**AIRPORT REMARKS:** Unattended. Rwy 17-35 soft when wet. Rwy 17-35 needs mowing and surface uneven.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS

BURWI N35°27.70' W86°14.50' NOTAM FILE BNA.**NDB (MHW)** 332 ULH 184° 4.9 NM to Tullahoma Rgnl/WM Northern Fld. Unmonitored 0000-1400Z±.

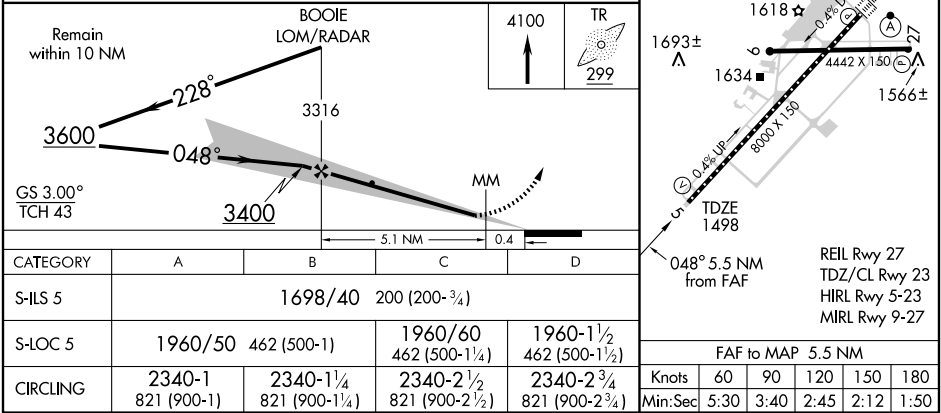
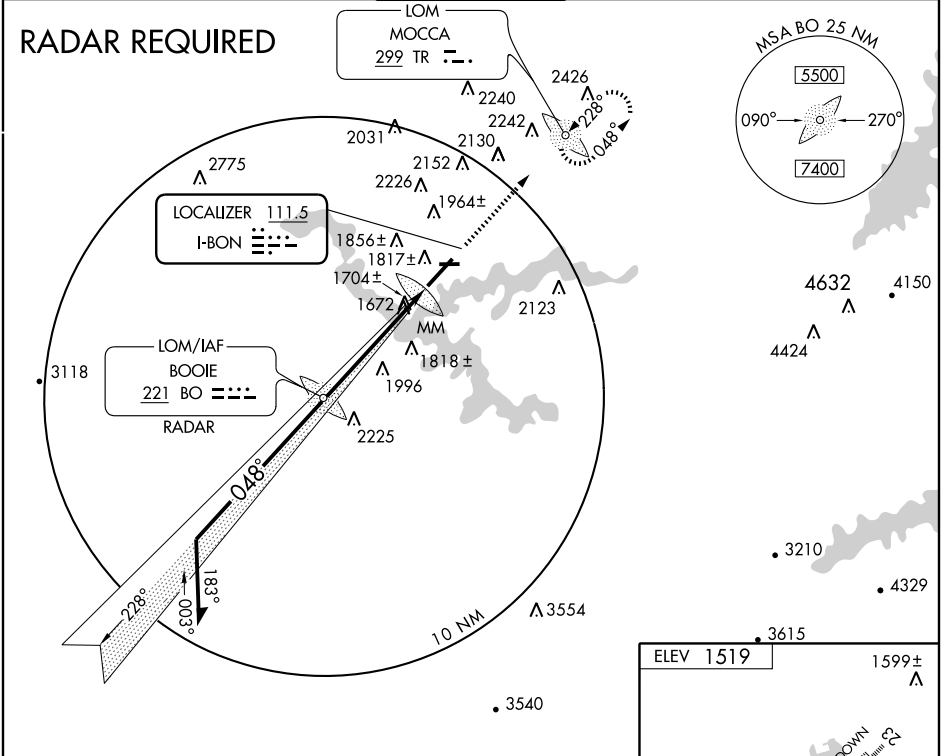
ATLANTA

L-16J

⚠ Circling not authorized northwest of Rwy 9 and 23.
Autopilot Coupled Approach not authorized below 1739' MSL.
RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA
LOM and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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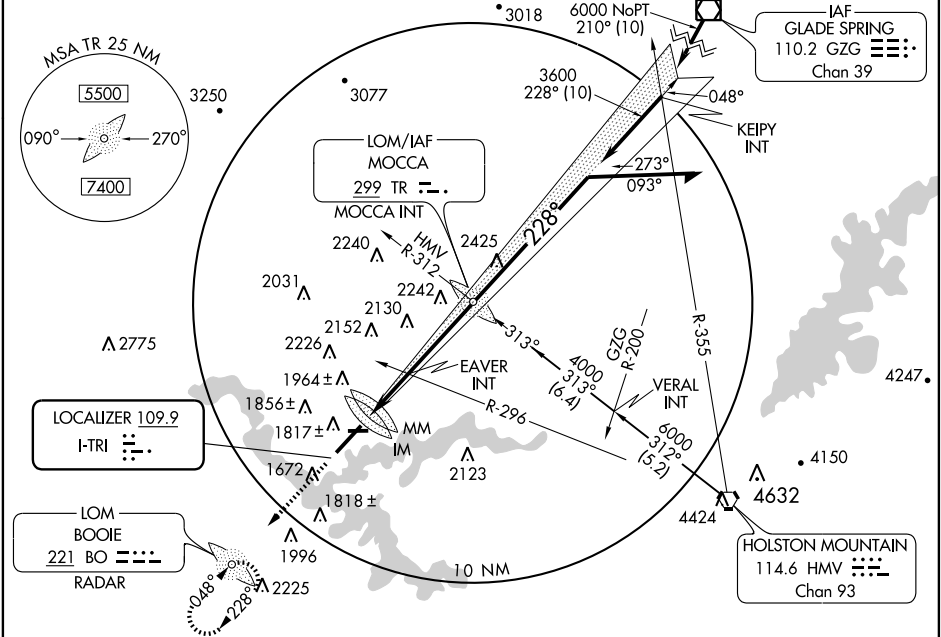


CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF OR RADAR REQUIRED

ALSIF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 317.5	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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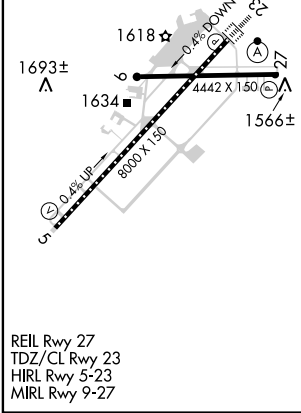
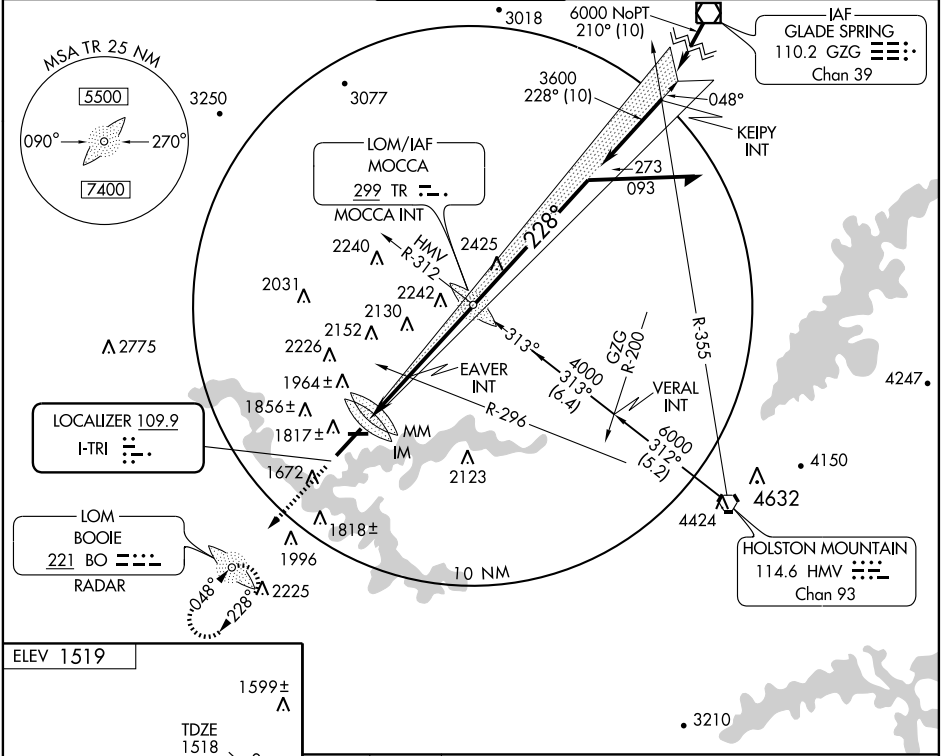
ELEV 1519	3800 BO	MOCCA LOM/INT	Remain within 10 NM
228° 6 NM from FAF	1599±	3509	048°
TDZE 1518	1618	EAVR INT	*LOC only
1693±	1634	2500*	3600
4442 X 150	1566±	0.1 0.4 2 NM 3.5 NM	GS 3.00° TCH 55
REIL Rwy 27			
TDZ/CL Rwy 23			
HIRL Rwy 5-23			
MIRL Rwy 9-27			
FAF to MAP 6 NM			
Knots	60	90	120 150 180
Min:Sec	6:00	4:00	3:00 2:24 2:00
CATEGORY	A	B	C D
S-ILS 23		1718/18	200 (200-½)
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)
EAVR INT MINIMUMS			
S-LOC 23	1980/24	462 (500-½)	1980/40 462 (500-¾) 1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½) 2340-2¾ 821 (900-2¾)

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed, Cat. II not authorized. ADF OR RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 317.5	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	3800 BO	ILS Unuseable inside threshold.	LOM/INT	Remain within 10 NM
1518 MSL	DH RA 139	DH RA 192	MM	GS 3.00° TCH 55
1051'	858'	954'	1418'	5.5 NM
CATEGORY	A	B	C	D
S-ILS 23	RA 192/16	150	DA 1668	
S-ILS 23	RA 139/12	100	DA 1618	
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

APP CRS	Rwy Idg	8000
048°	TDZE	1498
	Apt Elev	1519

RNAV (GPS) RWY 5
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F).
A NA Circling NA NW of Rwy 9 and 23. Circling to Rwy 9 NA at night.
 When VGSI inoperative, circling to Rwy 27 NA at night.

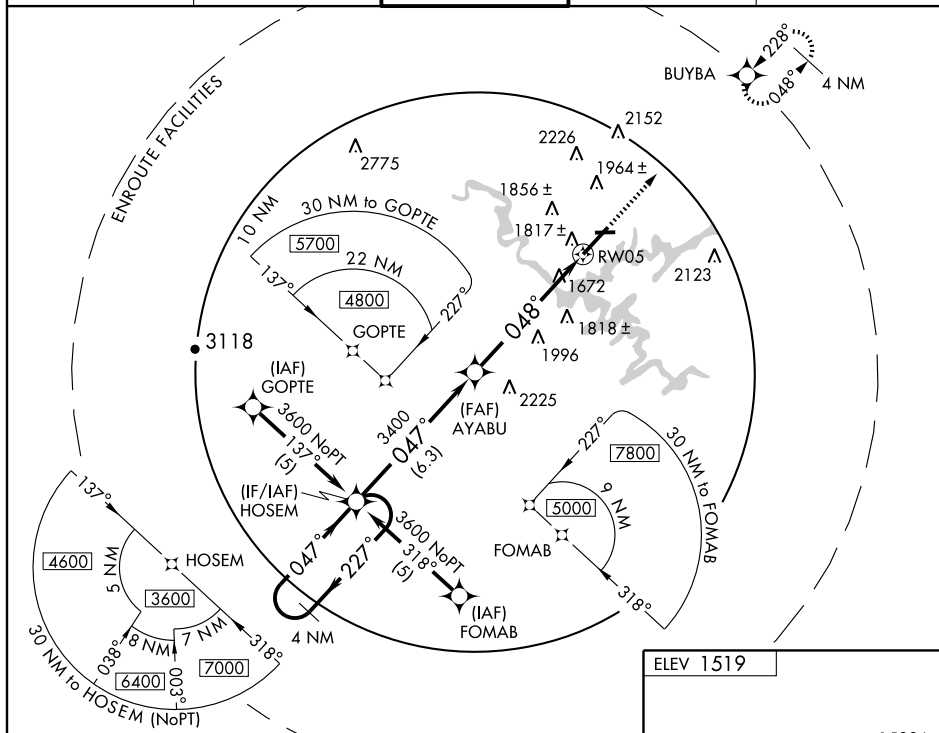
MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS
118.25

TRI-CITY APP CON★
134.425 317.5

TRI-CITY TOWER ★
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.954 NM
Holding Pattern

HOSEM

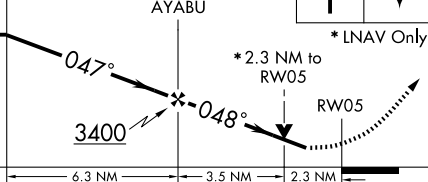
AYABU

4700	BUYBA
↑	

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 58}$$

VGSI and descent
angles not coincident.

* 2 3 NM to



CATEGORY		A	B	C	D
GLS PA	DA	NA			
LNAV/ VNAV	DA	2080-2 582 (600-2)			
LNAV MDA		2260/50 762 (800-1)	2260/60 762 (800-1½)	2260-2¼ 762 (800-2¼)	2260-2½ 762 (800-2½)
CIRCLING		2260-2 741 (800-2)		2260-2¼ 741 (800-2¼)	2260-2½ 741 (800-2½)

ELEV 1519

TDZ

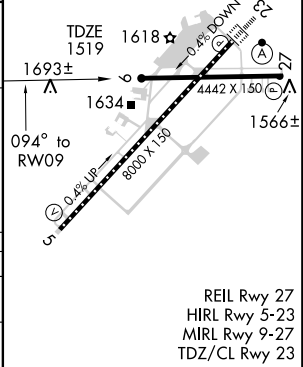
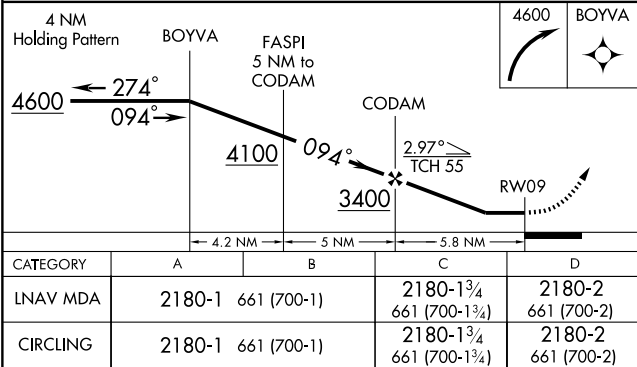
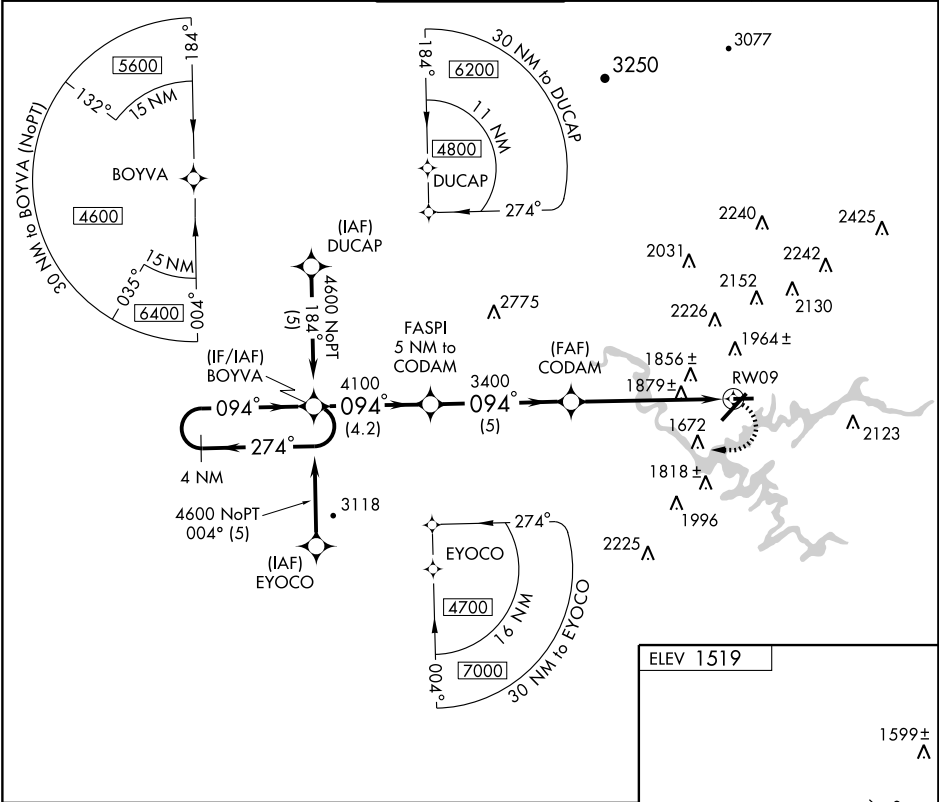
048° to

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

When VGSI inoperative, Circling to Rwy 27 NA at night.
Straight-in minimums NA at night. Circling NA NW of Rwys 9 and 23.
Circling to Rwy 09 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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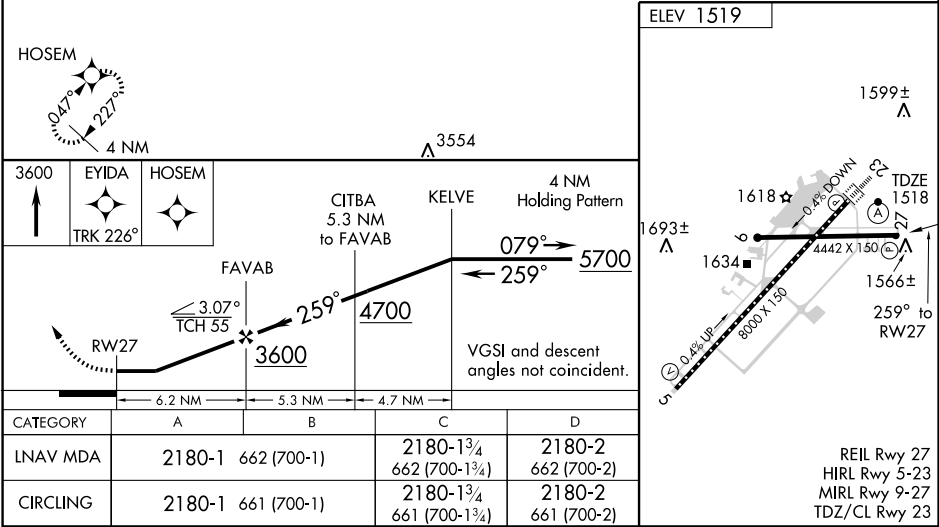
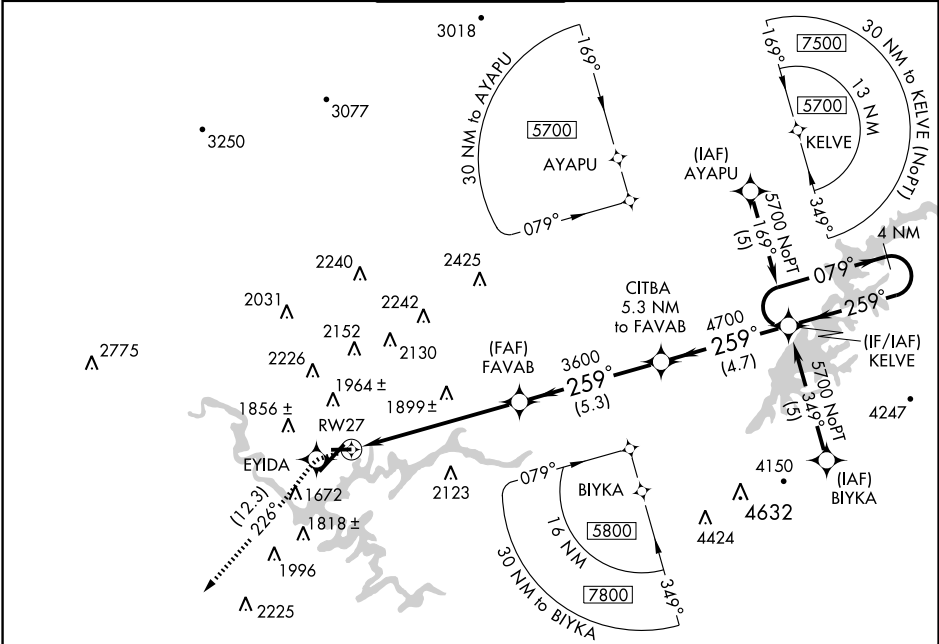


APP CRS	Rwy Idg	4442
259°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) RWY 27
BRISTOL/ TRI-CITIES RGNL TN/VA (TRI)

<p>▼</p> <p>▲ NA</p>	<p>When VGSI inoperative, circling to Rwy 27 NA at night. Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.</p>	<p>MISSED APPROACH: Climb to 3600 direct EYIDA WP and via 226° track to HOSEM WP and hold.</p>
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ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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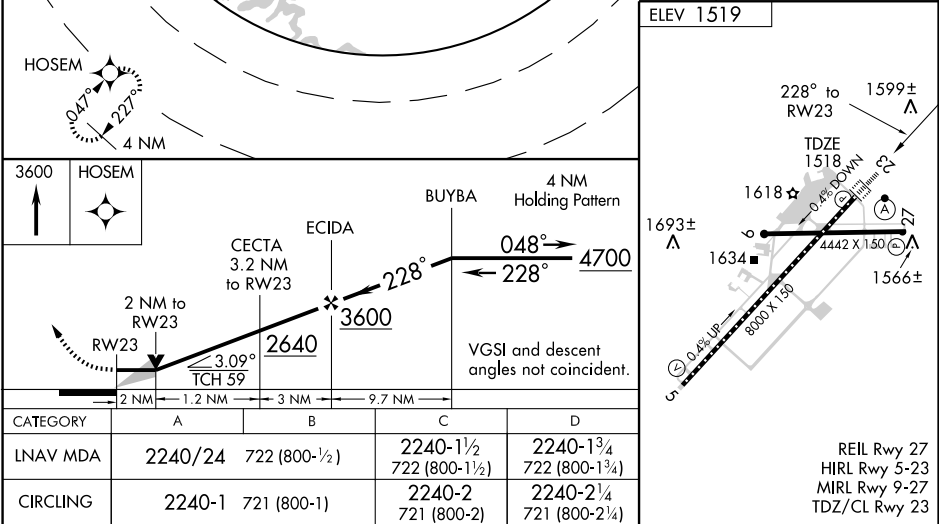
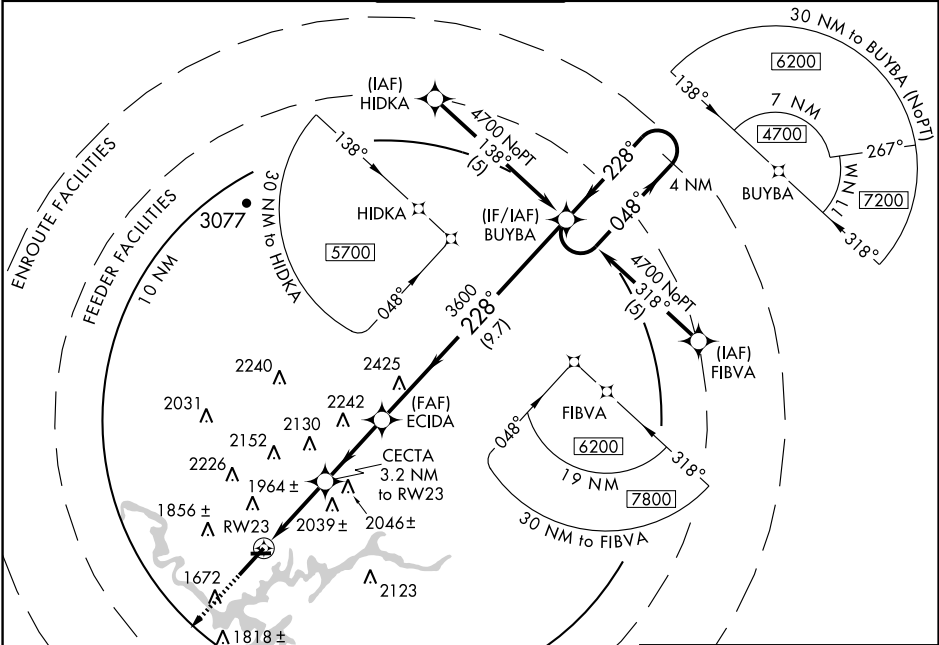


APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Y RWY 23
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

 NA	Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.	ALSIF-2 	MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.
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ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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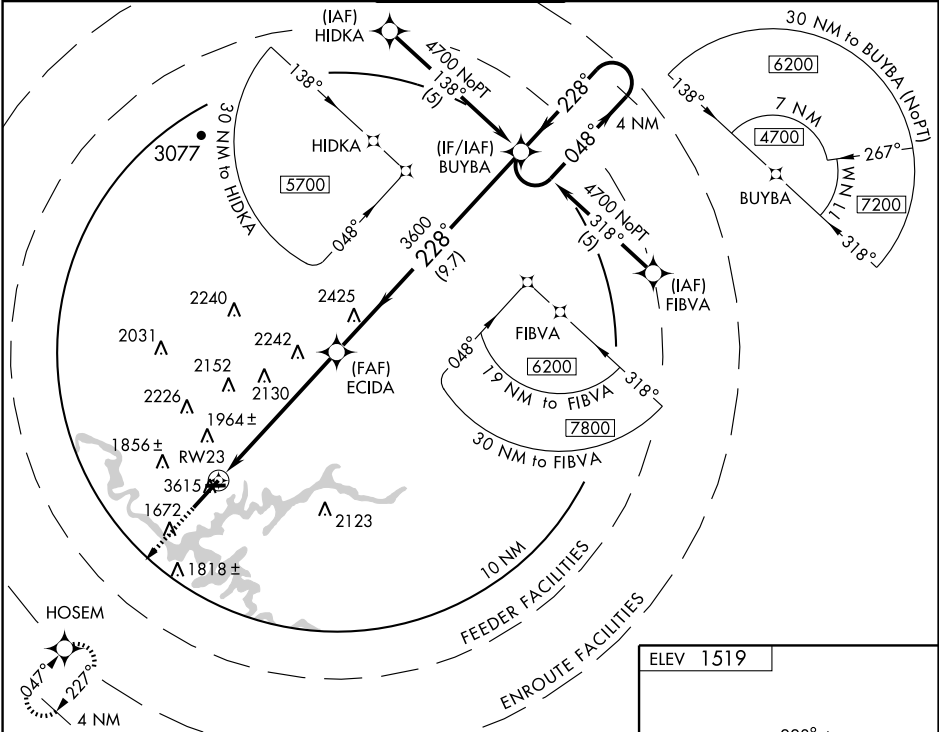
APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

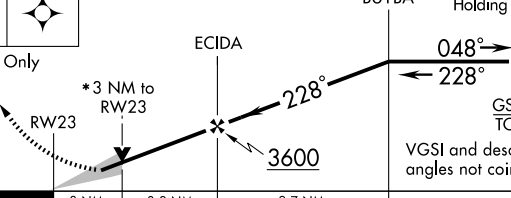
RNAV (GPS) Z RWY 23

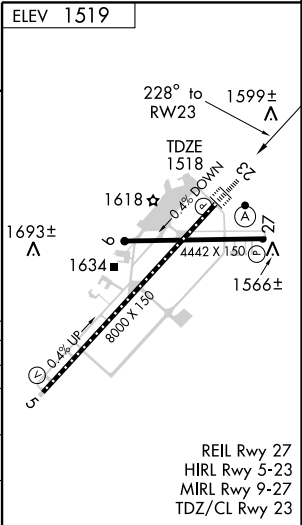
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

<p>⚠ Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -18°C (0°F). When VGSI inoperative, circling Rwy 27 NA at night.</p>	<p>ALSF-2 A</p>	<p>MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.</p>
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ATIS 118.25	TRI-CITY APP CON* 134.425 317.5	TRI-CITY TOWER* 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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3600 ↑	HOSEM ✦				
*LNAV Only					



CAMDEN

BENTON CO (ØM4) 3 S UTC-6(-5DT) N36°00.57' W88°07.48'

468 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 04-22: H5001X75 (ASPH) S-30 MIRL

RWY 04: REIL. PAPI(P2R). Trees

RWY 22: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Tue-Sat 1400-2200Z. Arpt unattended Thanksgiving, Christmas and New Year's Day. For arpt attendant after hrs call 731-584-3609. Trees obscure view of windsock from approaching and departing acft on Rwy 04.

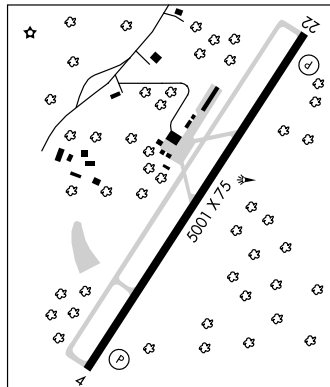
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 023° 27.2 NM to fld. 630/02E.

ST LOUIS
H-6J, L-161
IAP



CAMPBELL CO (See JACKSBORO)

CARROLL CO (See HUNTINGDON)

CENTERVILLE MUNI (GHM) 3 N UTC-6(-5DT) N35°50.25' W87°26.72'

768 B S4 FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4002X75 (ASPH) S-21, D-31 MIRL

RWY 02: SAVASI(S2L)—GA 4.0°TCH 26'. Pole. Trees.

RWY 20: REIL. SAVASI(S2L). Thld displcd 250'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For attendant other hrs call 931-729-0007. MIRL Rwy 02-20 preset low ints; to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

GRAHAM RCO 122.1R 111.6T (JACKSON RADIO)

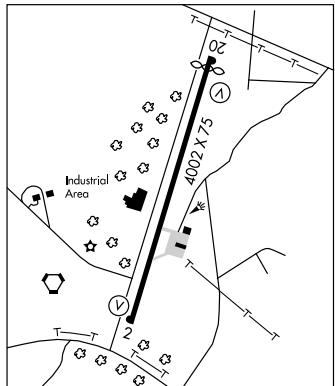
GRAHAM RCO 122.25 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'
W87°27.11' at fld. 770/03E.

ATLANTA
L-161
IAP



CHARLES W BAKER (See MILLINGTON)

WAAS

CH 77814

W04A

APP CRS

037°

Rwy Idg

5001

TDZE

468

Apt Elev

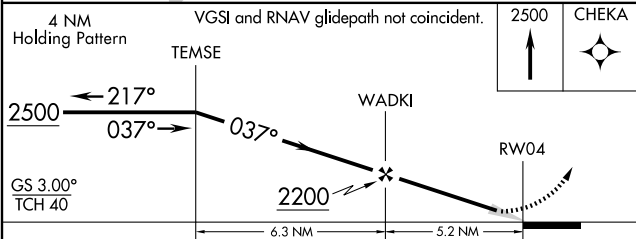
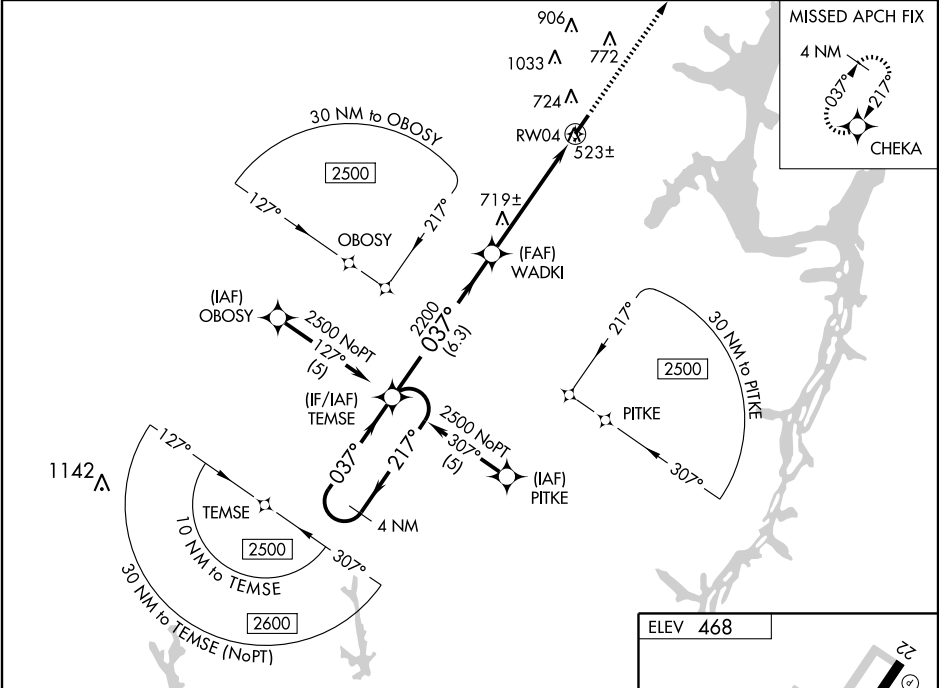
468

Baro-VNAV NA. DME/DME RNP-0.3NA.

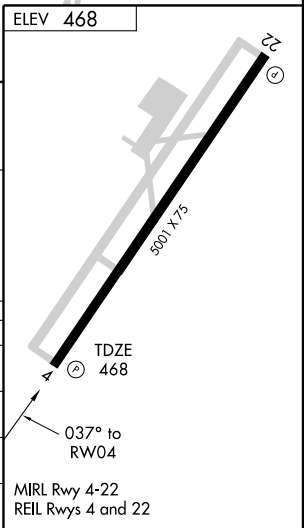
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	771-1	303 (400-1)		NA
LNAV/VNAV DA	944-1¾	476 (500-1¾)		NA
LNAV MDA	1040-1	572 (600-1)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1	672 (700-1)	1140-2 672 (700-2)	NA



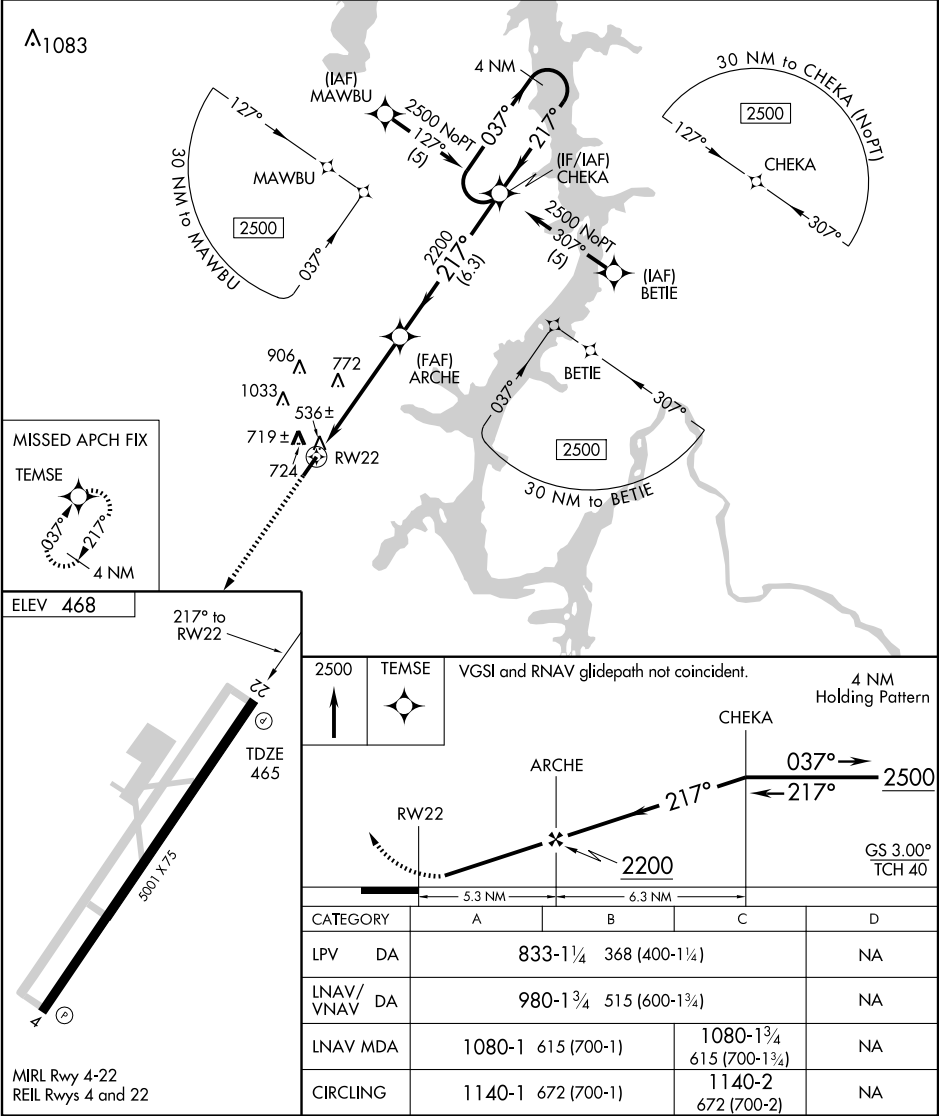
CAMDEN, TENNESSEE

WAAS CH 82714 W22A	APP CRS 217°	Rwy Idg TDZE 465 Apt Elev 468	5001
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AL-6386 (FAA)

RNAV (GPS) RWY 22
CAMDEN/ BENTON COUNTY (ØM4)

<div><div><div>▼</div><div>NA</div></div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.</div></div>	MISSED APPROACH: Climb to 2500 direct TEMSE and hold.	
BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)



CAMDEN, TENNESSEE
Orig 09239

36°01'N-88°07'W

CAMDEN/ BENTON COUNTY (ØM4)
RNAV (GPS) RWY 22

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

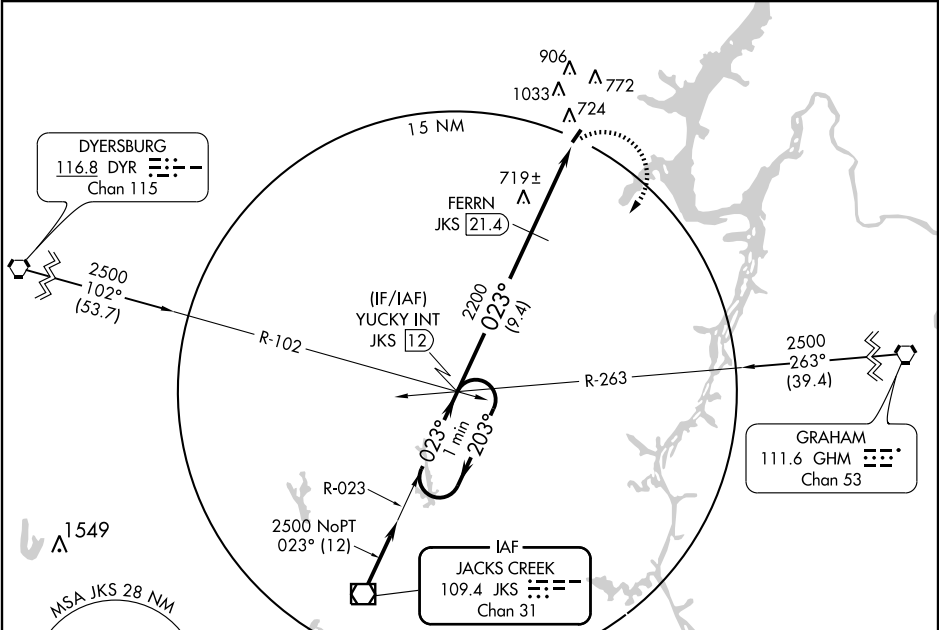
VOR/DME JKS	APP CRS	Rwy Idg	5001
109.4	023°	TDZE	468
Chan 31		Apt Elev	468

VOR/DME RWY 4
CAMDEN/ BENTON COUNTY (M4)

NA Visibility reduction by helicopters NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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One Minute Holding Pattern

VGSI and descent angles not coincident.

YUCKY INT JKS 12

FERRN JKS 21.4

JKS 26.7

2500

2200

203°

023°

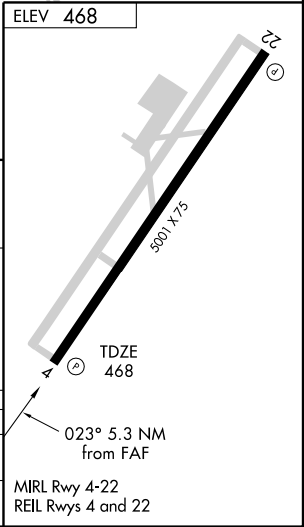
023°

3.00° TCH 40

9.4 NM

5.3 NM

CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CAMDEN**BENTON CO** (ØM4) 3 S UTC-6(-5DT) N36°00.57' W88°07.48'

468 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 04-22: H5001X75 (ASPH) S-30 MIRL

RWY 04: REIL. PAPI(P2R). Trees

RWY 22: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Tue-Sat 1400-2200Z†. Arpt unattended Thanksgiving, Christmas and New Year's Day. For arpt attendant after hrs call 731-584-3609. Trees obscure view of windsock from approaching and departing acft on Rwy 04.

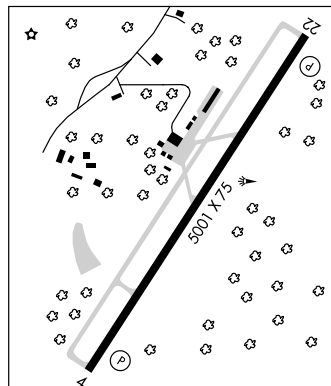
COMMUNICATIONS: CTAF/UNICOM 122.8Ⓡ **MEMPHIS CENTER APP/DEP CON** 125.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.**JACKS CREEK (L) VOR/DME** 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 023° 27.2 NM to fld. 630/02E.

ST LOUIS

H-6J, L-16I

IAP

**CAMPBELL CO** (See JACKSBORO)**CARROLL CO** (See HUNTINGDON)**CENTERVILLE MUNI** (GHM) 3 N UTC-6(-5DT) N35°50.25' W87°26.72'

768 B S4 FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4002X75 (ASPH) S-21, D-31 MIRL

RWY 02: SAVASI(S2L)—GA 4.0°TCH 26'. Pole. Trees.

RWY 20: REIL. SAVASI(S2L). Thld dspcd 250'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant other hrs call 931-729-0007. MIRL Rwy 02-20 preset low ints; to increase ints ACTIVATE—CTAF.

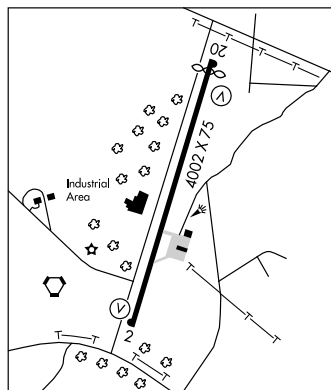
COMMUNICATIONS: CTAF/UNICOM 122.8**GRAHAM RCO** 122.1R 111.6T (JACKSON RADIO)**GRAHAM RCO** 122.25 (JACKSON RADIO)Ⓡ **MEMPHIS CENTER APP/DEP CON** 125.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.**GRAHAM (L) VORTAC** 111.6 GHM Chan 53 N35°50.04'

W87°27.11' at fld. 770/03E.

ATLANTA

L-16I



IAP

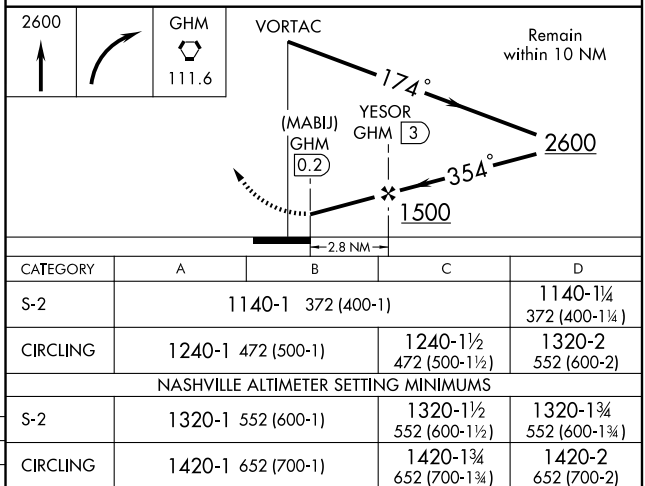
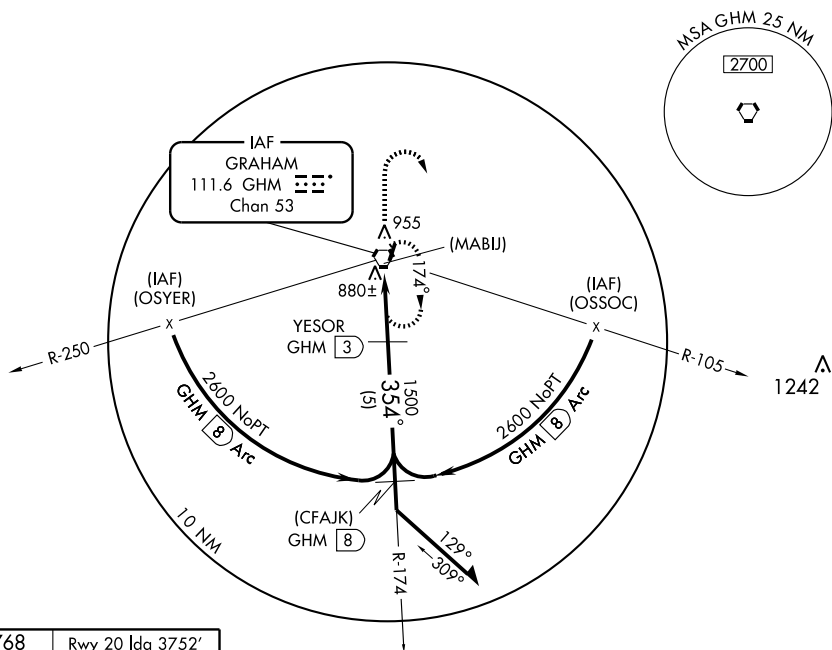
**CHARLES W BAKER** (See MILLINGTON)

AL-5660 (FAA)

VORTAC GHM 111.6 Chan 53	APP CRS 354°	Rwy Idg 4002 TDZE 768 Apt Elev 768
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VOR/DME or GPS RWY 2
CENTERVILLE MUNI (GHM)

 Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.	MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.
MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF) 



CENTERVILLE, TENNESSEE
Amdt 2 05020

35° 50' N-87° 27' W

CENTERVILLE MUNI (GHM)
VOR/DME or GPS RWY 2

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

▼

▲ NA

Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

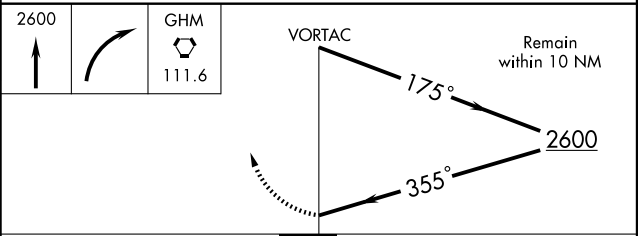
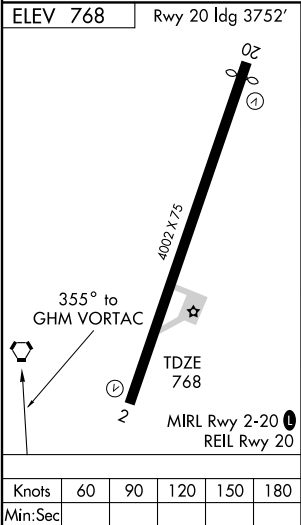
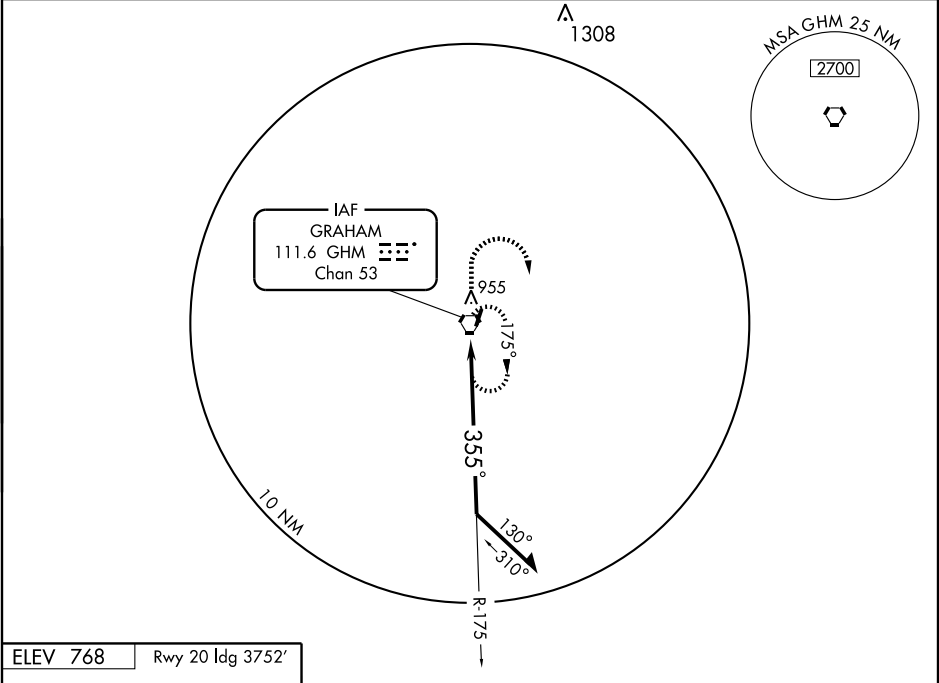
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER

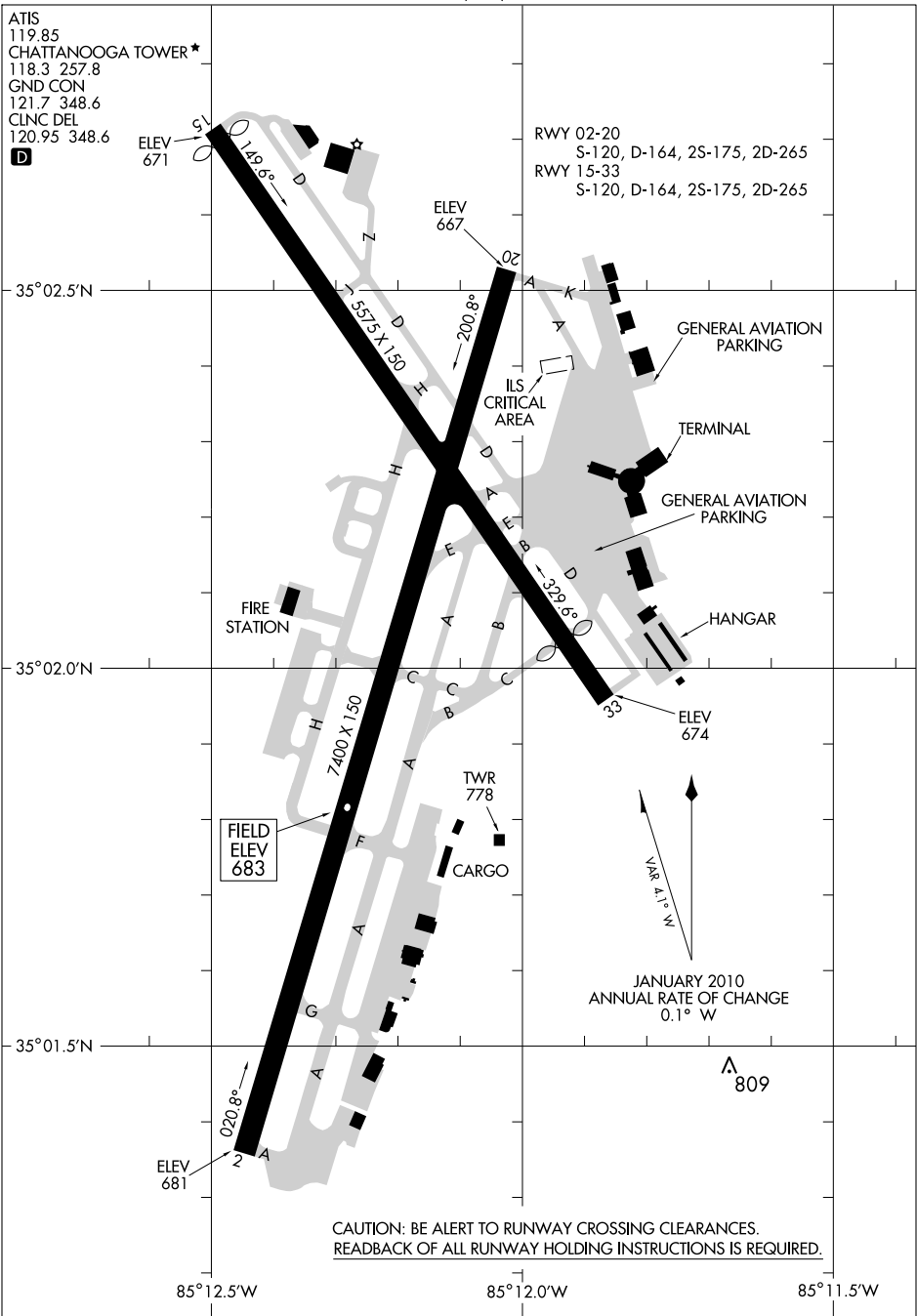
125.85 381.4

UNICOM

122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CHATTANOOGA

DALLAS BAY SKY PARK (1A0) 11 N UTC-5(-4DT) N35°11.25' W85°10.66'

690 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H3025X50 (ASPH) LIRL

RWY 05: Thld dsplcd 200'. Tree.

RWY 23: Thld dsplcd 700'. Trees. Rgt tfc.

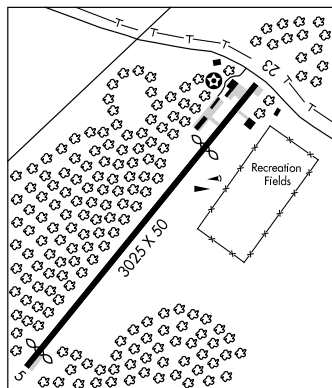
AIRPORT REMARKS: Attended Mon-Sat 1330-0000Z†, Sun 1800-2300Z†. ACTIVATE LIRL Rwy 05-23 and rotating bcn-123.0.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 354° 13.6 NM to fld. 1030/01E. HIWAS.

ATLANTA
L-25A



LOVELL FLD (CHA) 5 E UTC-5(-4DT) N35°02.11' W85°12.21'

683 B S4 FUEL 100LL, JET A OX 3, 4 LRA Class I, ARFF Index IB
NOTAM FILE CHA

ATLANTA
H-9A, 12F, L-25A
IAP, AD

RWY 02-20: H7400X150 (ASPH-GRVD) S-120, D-164, 2S-175, 2D-265 HIRL CL

RWY 02: MALSR. VASI(V4R)—GA 3.0° TCH 56'.

RWY 20: ALSF2. TDZL. Railroad.

RWY 15-33: H5575X150 (ASPH-GRVD) S-120, D-164, 2S-175, 2D-265 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Thld dsplcd 105'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 47'. Thld dsplcd 575'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-7400 TODA-7400 ASDA-7201 LDA-7201

RWY 15: TORA-5575 TODA-5575 ASDA-5575 LDA-5470

RWY 20: TORA-7400 TODA-7400 ASDA-7400 LDA-7400

RWY 33: TORA-5470 TODA-5470 ASDA-5470 LDA-5000

AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Transient acft avoid security zone within 300 ft of terminal building. Read back all hold short instructions rqrd. ACTIVATE HIRL and CL Rwy 02-20; TDZL Rwy 20, MALSR Rwy 02—CTAF. MIRL Rwy 15-33 unavailable when twr clsd. ALSF2 Rwy 20 ops med intensity when twr clsd. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (423) 499-5973. LLWAS.

COMMUNICATIONS: CTAF 118.3 ATIS 119.85 UNICOM 122.95

CHATTANOOGA RCO 123.65 122.2 (NASHVILLE RADIO)

Ⓡ CHATTANOOGA APP CON 125.1 (021°-199°) 119.2 (200°-020°) 126.5 (1100-0450Z†)

CHATTANOOGA TOWER 118.3 (1100-0450Z†) GND CON 121.7 CLNC DEL 120.95

Ⓡ CHATTANOOGA DEP CON 125.1 (021°-199°) 119.2 (200°-020°) (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

AIRSPACE: CLASS C svc 1100-0450Z† ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

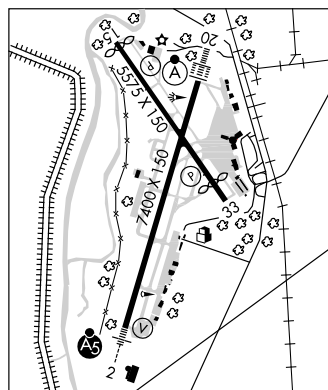
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 330° 5.1 NM to fld. 1030/01E. HIWAS.

DAISY NDB (HW) 341 CQN N35°09.99' W85°09.44' 198° 8.2 NM to fld (Unmonitored when twr clsd).

ILS 109.5 I-CHA Rwy 20. Class IIE. ILS unmonitored when twr clsd.

ILS 108.3 I-CGW Rwy 02. Class IB. BC unusable. ILS unmonitored when twr clsd. GS unusable byd 4° left of course.

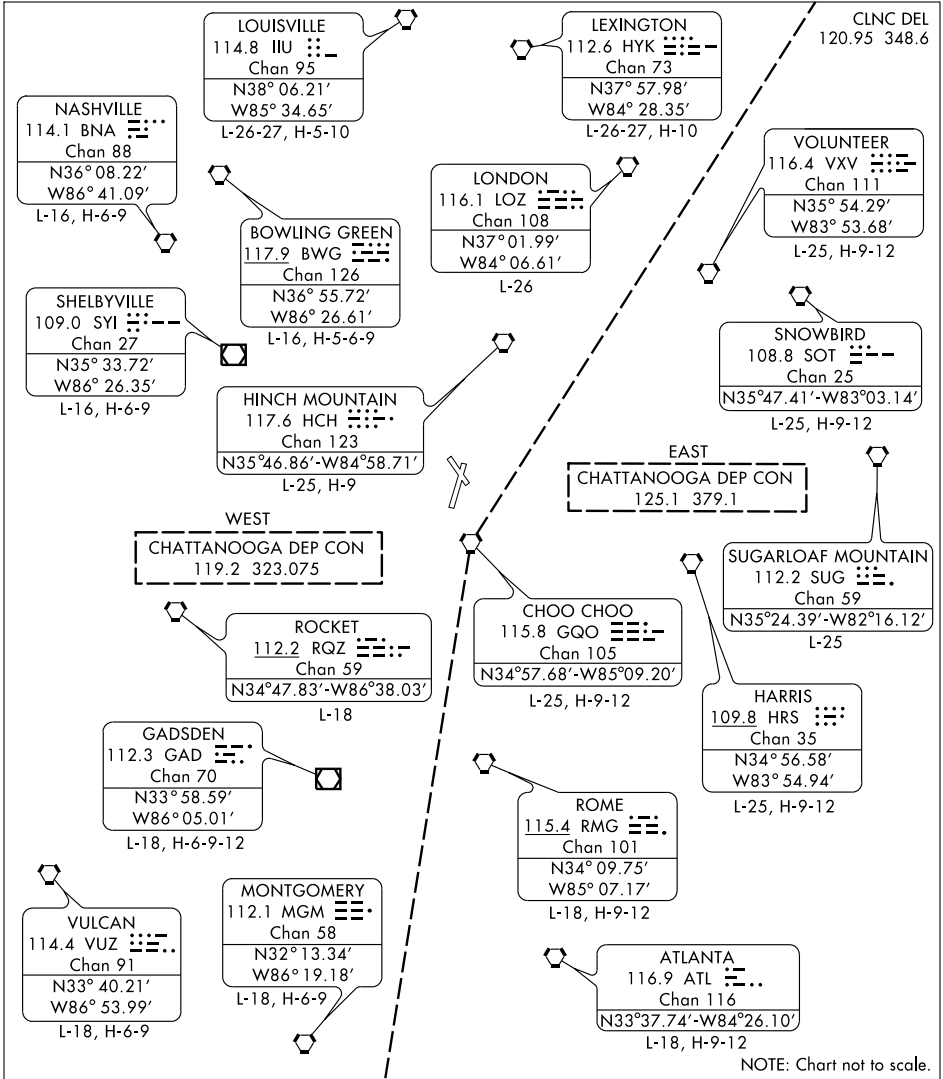
ASR (1100-0450Z†)



CHATTANOOGA N35°02.12' W85°12.23'

RCO 123.65 122.2 (NASHVILLE RADIO) at Lovell Fld.

ATLANTA
L-25A



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

CHATTANOOGA FIVE DEPARTURE

(CHA5.CHA) 07354

CHATTANOOGA, TENNESSEE

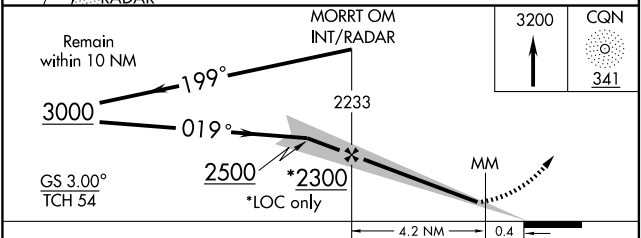
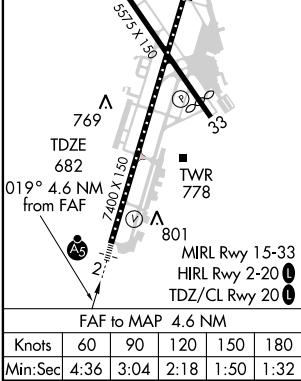
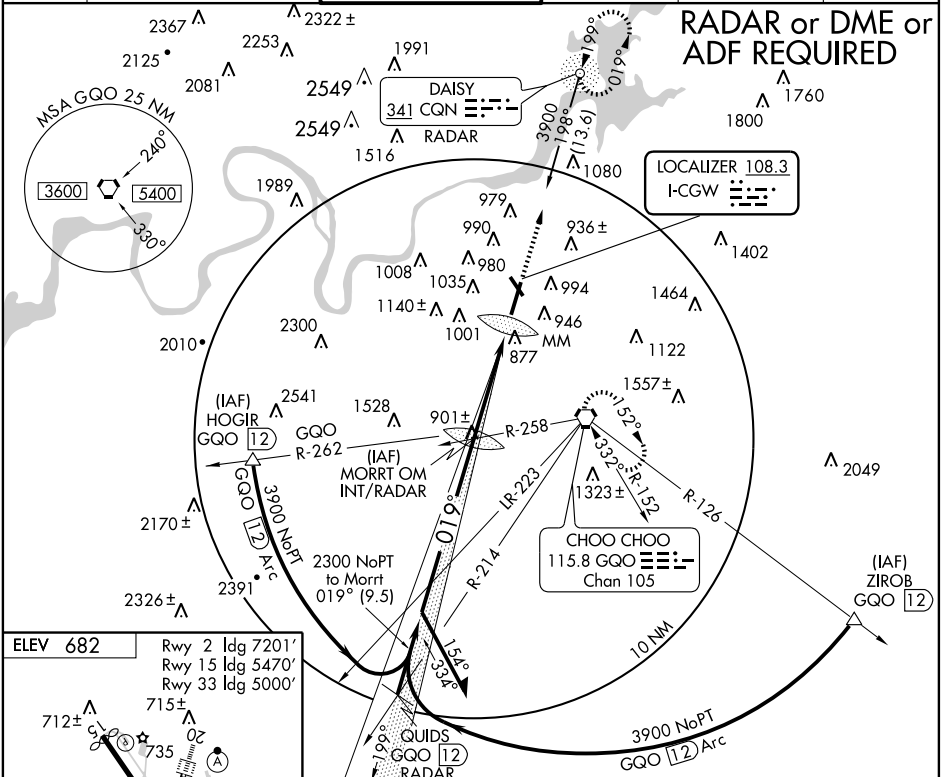
CHATTANOOGA/ LOVELL FIELD (CHA)

⚠ If local altimeter setting not received, use Dalton altimeter setting: increase DA to 944 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed. Glideslope unusable beyond 4 degrees left of course. Autopilot coupled approaches not authorized below 945' MSL. ADF Required.

MALSR

MISSED APPROACH: Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 2	882/24 200 (200-1/2)			
S-LOC 2	1200/24	518 (600-1)	1200/50 518 (600-1)	1200/60 518 (600-1 1/4)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-2 658 (700-2)	1460-2 3/4 778 (800-2 3/4)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 20
CHATTANOOGA/LOVELL FIELD (CHA)

ALSF-2 MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GGO VORTAC and hold; continue climb-in-hold to 3100.

1300 3100 GSO 115.8

HIXON OM RADAR 2055

NDB/RADAR

Remain within 10 NM

019°

199°

3000*

GS 3.00° TCH 56

*2500 when authorized by ATC.

LOC Only

2100#

2500

CATEGORY	A	B	C	D
S-ILS 20	873/18		200 (200-½)	
S-LOC 20	1100/24	427 (500-½)	1100/40 427 (500-¾)	1100/50 427 (500-1)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

AL-79 (FAA)

LOC I-CHA <u>109.5</u>	APP CRS 199°	Rwy Idg TDZE Apt Elev	7400 673 682
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ILS RWY 20 (CAT II)
CHATTANOOGA/LOVELL FIELD (CHA)

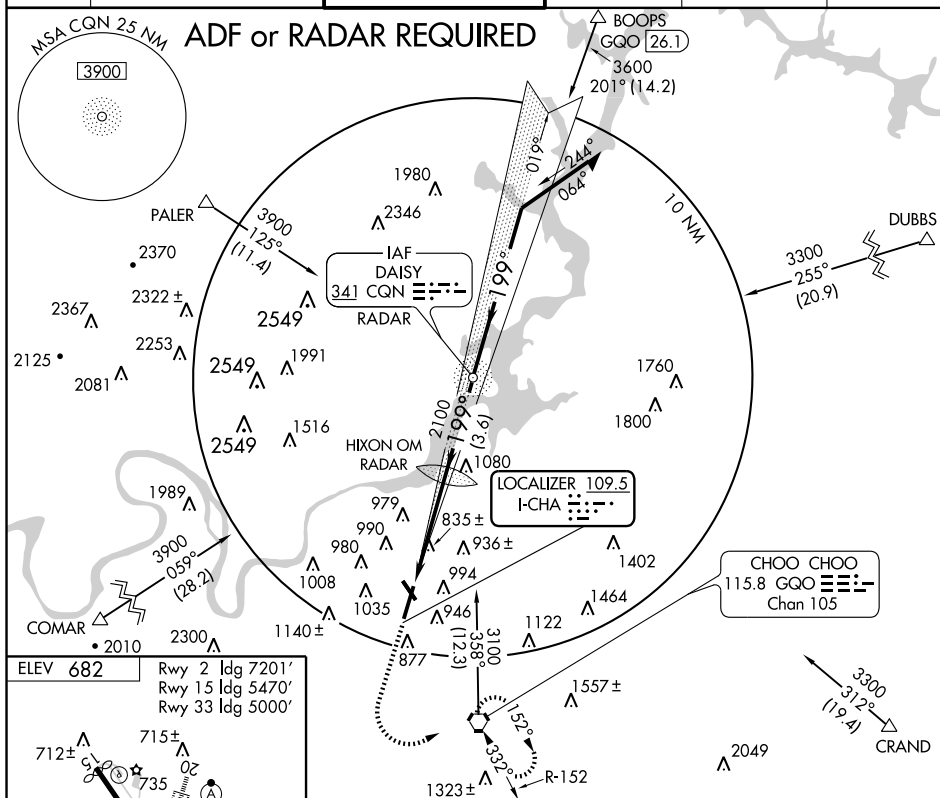
T
A
ASR

When control tower closed, Cat. II ILS NA.
Cat. II ILS NA when using Dalton altimeter setting.

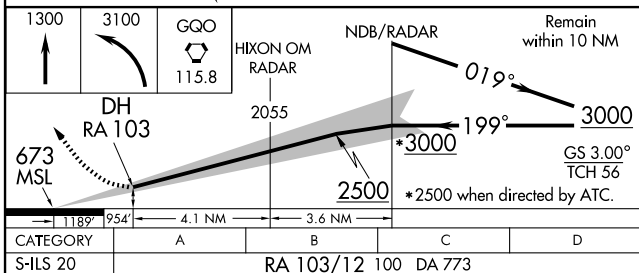
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GGO VORTAC and hold; continue climb-in-hold to 3100.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHATTANOOGA, TENNESSEE
Amdt 36_09351

35° 02'N-85° 12'W

CHATTANOOGA/LOVELL FIELD (CHA)
ILS RWY 20 (CAT II)

SE-1. 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

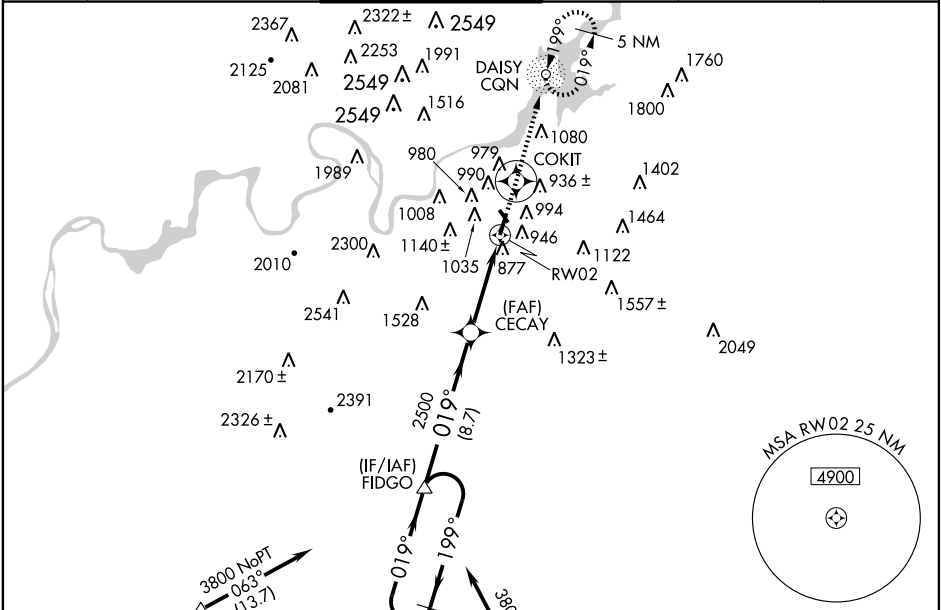
▼ If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet.

▲ For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

MALSR

MISSED APPROACH:
Climb to 3200 direct COKIT and via 018° track to CGN NDB and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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ELEV 682

Rwy 2 ldg 7201'
Rwy 15 ldg 5470'
Rwy 33 ldg 5000'

4 NM Holding Pattern

FIDGO

3800

199°

019°

GS 3.00°

TCH 54

3200

COKIT

TRK 018°

CGN

CECAV

* 1.5 NM to RW02

RW02

* LNAV Only.

8.7 NM

4 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA		996/24	314 (400-½)	
LNAV/VNAV DA		1181/60	499 (500-1¼)	
LNAV MDA	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1¾ 618 (700-1¾)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)	

712±

715±

735

769

801

TDZE 682

TWR 778

MIRL Rwy 15-33

HIRL Rwy 2-20

TDZ/CL Rwy 20

APP CRS	Rwy ldg	5470
147°	TDZE	667
	Apt Elev	682

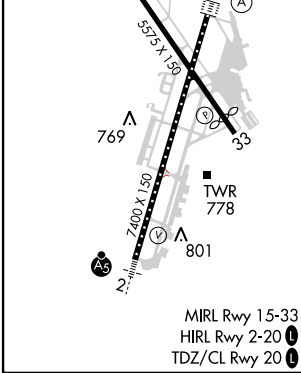
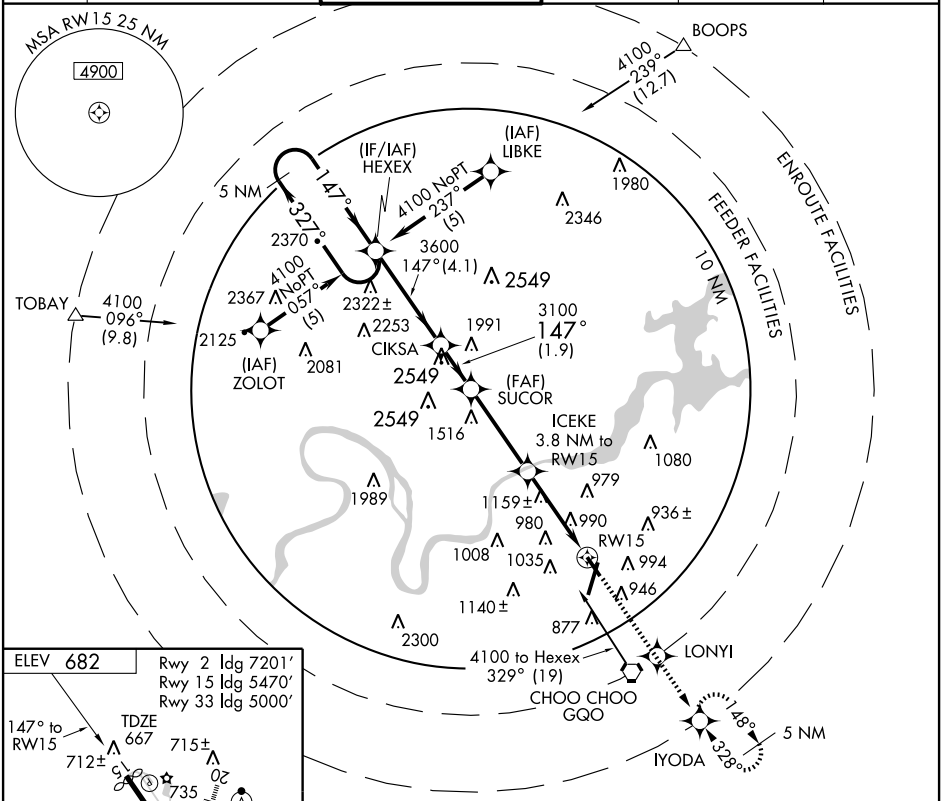
RNAV (GPS) RWY 15

CHATTANOOGA/LOVELL FIELD (CHA)

⚠ If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSIs INOP, straight-in/circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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5 NM Holding Pattern	HEXEX	3300	LONYI	TRK 148°	IYODA
4100	327°	3600	147°	3100	148°
147°	CIKSA	SUCOR	ICEKE 3.8 NM to RW15	RW15	
VGSI and descent angles not coincident.					
3.06° TCH 50					
4.1 NM 1.9 NM 3.6 NM 3.8 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1420-1 749 (800-1)	1420-1½ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)	
CIRCLING	1420-1 738 (800-1)	1420-1½ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)	

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

▼ If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet.

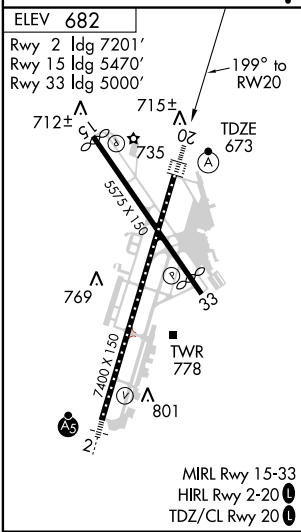
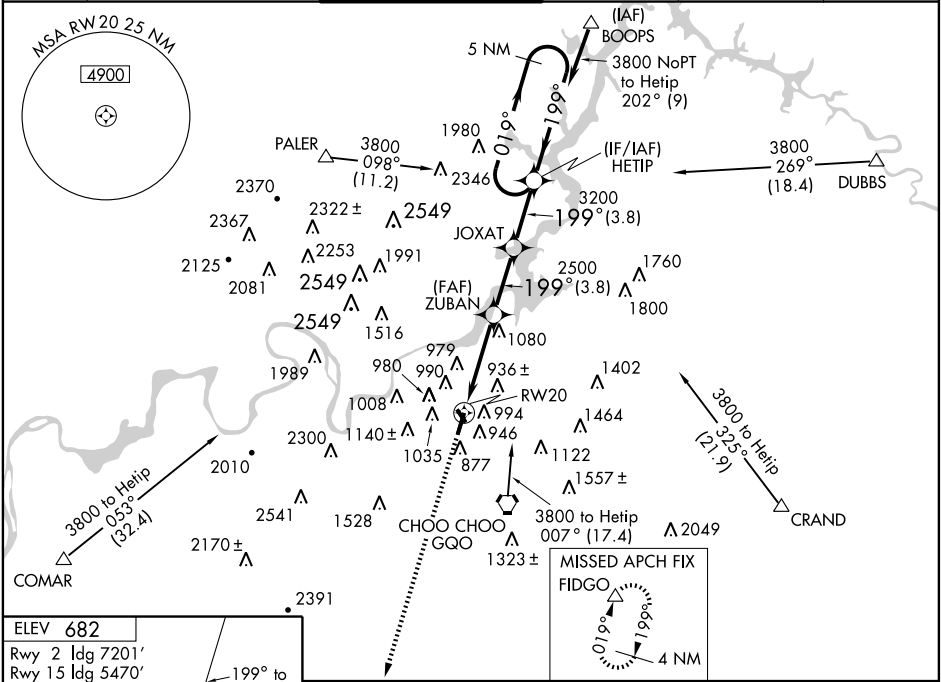
▲ For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA.

ASR Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -15° C (4° F).

ALSF-2

MISSED APPROACH: Climb to 3600 direct FIDGO and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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3600 ↑ FIDGO		HETIP		5 NM Holding Pattern
* RNAV Only.		JOXAT		019° → 3800
RW20		ZUBAN		← 199°
2 NM to RW20		3200		GS 3.00°
2500		3.8 NM		TCH 53
2 NM		3.6 NM		
CATEGORY	A	B	C	D
LPV DA	930/24		257 (300-1/2)	
LNAV/VNAV DA	1280-1 3/4		607 (600-1 3/4)	
LNAV MDA	1340/24		667 (700-1/2)	1340-1 1/2 667 (700-1 1/2)
CIRCLING	1340-2 1/4		658 (700-2 1/4)	
			1460-2 1/2 778 (800-2 1/2)	

AL-79 (FAA)

APP CRS	Rwy Idg	5000
328°	TDZE	667
	Apt Elev	682

RNAV (GPS) RWY 33
CHATTANOOGA/LOVELL FIELD (CHA)

T If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGS1 INOP, straight-in/circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300
direct KOSEY and via 045° track
to CQN NDB and hold.

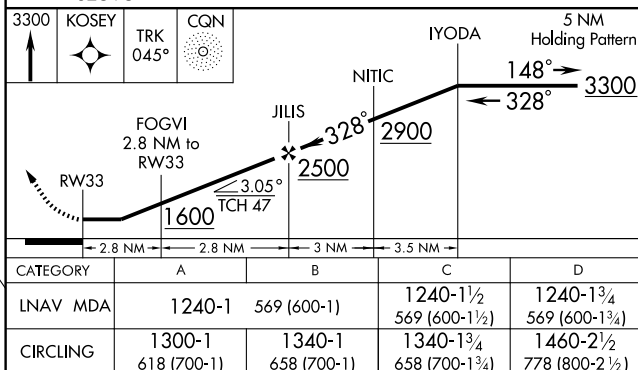
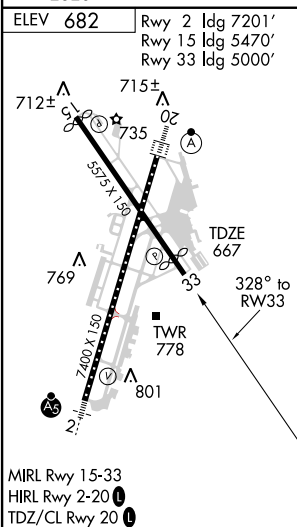
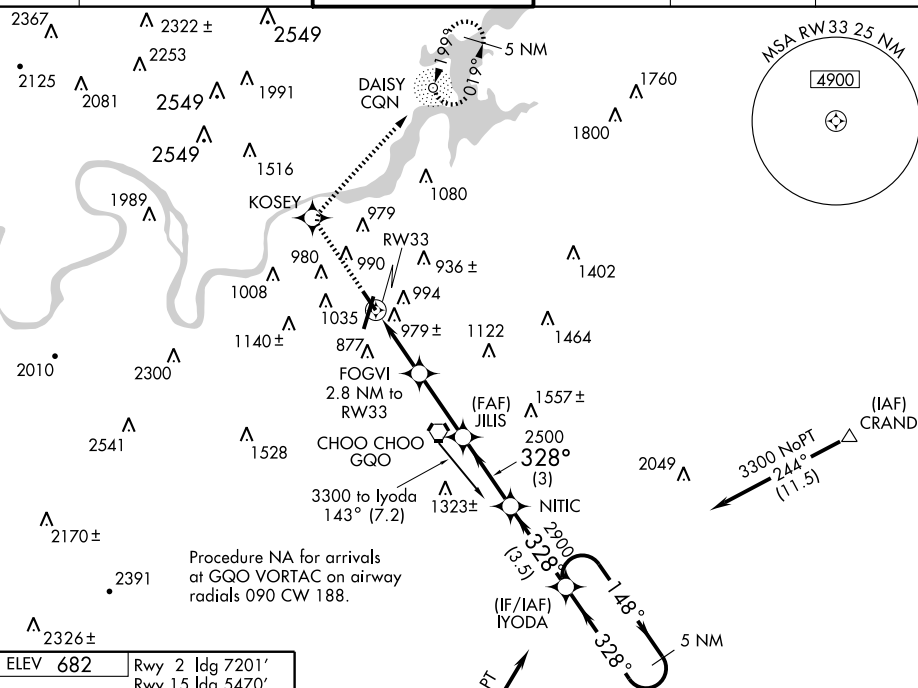
ATIS
119.85

CHATTANOOGA APP CON ★
125.1 379.1

CHATTANOOGA TOWER ★
118.3 (CTAF) 257.8

GND CON
121.7 348.6

CLNC DEL
120.95 348.6


UNICOM
122.95

CHATTANOOGA, TENNESSEE
Orig 09295

35°02'N-85°12'W

CHATTANOOGA/LOVELL FIELD (CHA)
RNAV (GPS) RWY 33

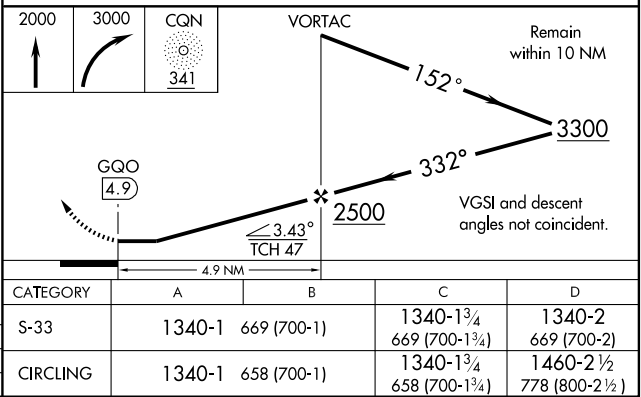
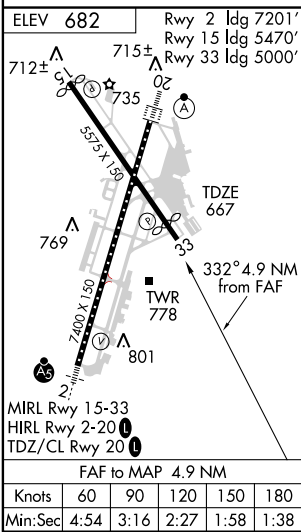
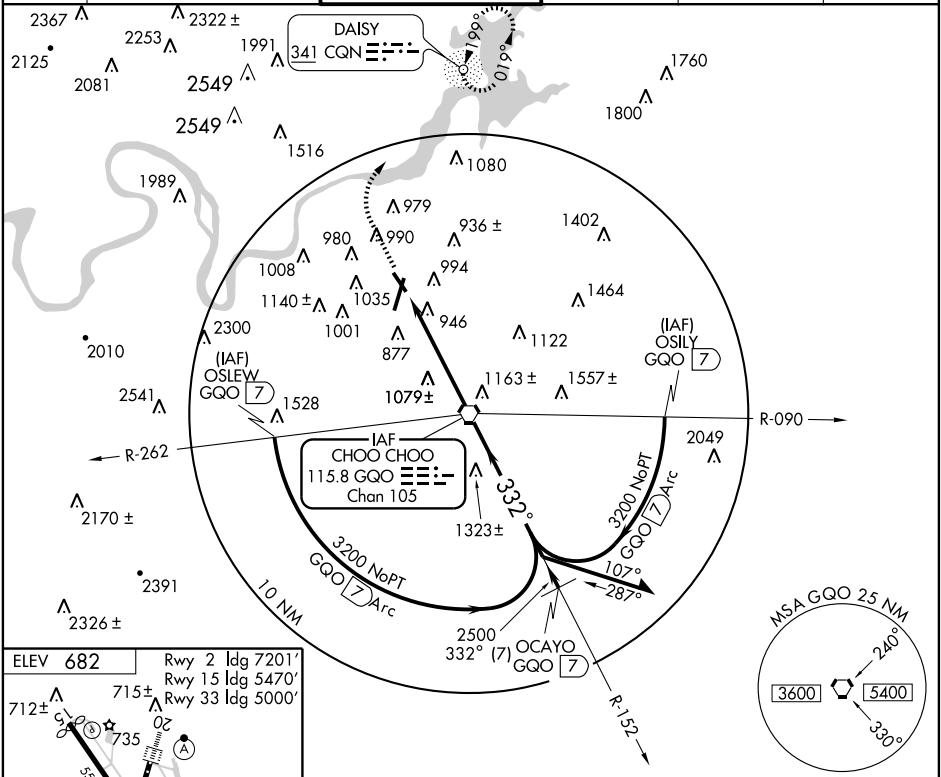
SE-1, 26 AUG 2010 to 23 SEP 2010



If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CGN NDB and hold.

ATIS	CHATTANOOGA APP CON	CHATTANOOGA TOWER	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95



CHILHOWEE GLIDERPORT (See BENTON)

CHOO CHOO N34°57.68' W85°09.20' NOTAM FILE CHA. ATLANTA
(H) VORTAC 115.8 GQO Chan 105 330° 5.1 NM to Lovell Fld. 1030/01E. VORTAC unusable H-9A, 12F, L-25A
byd 10 NM blo 5000'. HIWAS.
RCO 122.1R 115.8T (MACON RADIO)

CLARKSVILLE N36°37.32' W87°24.76' NOTAM FILE CKV. ST LOUIS
(T) VOR/DME 110.6 CKV Chan 43 at Outlaw Fld. 540/01W. L-161
VOR portion unusable 090°-110° byd 20 NM.
RCO 122.1R 110.6T (JACKSON RADIO)

CLARKSVILLE

OUTLAW FLD (CKV) 6 NW UTC-6(-5DT) N36°37.31' W87°24.90'
550 B S4 FUEL 100LL, JET A+ TPA-1500 (950) NOTAM FILE CKV

ST LOUIS
H-6K, 9A, L-161
IAP

RWY 17-35: H6000X100 (ASPH) S-60, D-90, 2S-114 MRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: MALS. PAPI(P2L). TCH 50'. Trees. Rgt tfc.

RWY 05-23: H4004X100 (ASPH) S-40, D-60

RWY 05: Thld dspcd 402'. Tree. Rgt tfc.

RWY 23: Thld dspcd 503'. Tree.

AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z†, May-Sep 1400-0200Z†. Arpt unattended Christmas. For svc after hrs call 931-320-7753. Parachute Jumping. Extensive military and civil flight training within arpt area. Deer on and invof arpt. ACTIVATE REIL Rwy 17 and MALS Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 134.575 (931) 431-3045.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLARKSVILLE RCO 122.1R 110.6T (JACKSON RADIO)

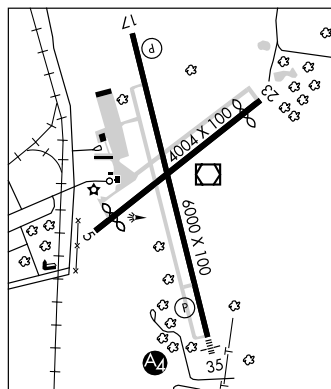
Ⓡ CAMPBELL APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' at fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 345° 5.9 NM to fld. NDB unusable byd 10 NM.

ILS 111.7 I-CKV Rwy 35. LOM SNUFF NDB. LOC only.



CLEVELAND

HARDWICK FLD (HDI) 4 NE UTC-5(-4DT) N35°13.20' W84°49.95'

ATLANTA
L-25A
IAP

874 B FUEL 100LL NOTAM FILE BNA

RWY 03-21: H3300X75 (ASPH) S-17, D-23 LIRL 1.4% up NE

RWY 03: REIL. SAVASI(S2L). Trees.

RWY 21: REIL. SAVASI(S2L). Trees.

AIRPORT REMARKS: Attended 1300-2000Z†. Arpt unattended Christmas and New Years day. Deer on and invof arpt. Recommended high performance acft land Rwy 03, tkf Rwy 21 when wind condition not a factor due to rwy gradient and apch obstructions.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 044° 22.1 NM to fld. 1030/01E. HIWAS.

NDB (MHW) 369 HDI N35°09.22' W84°54.35' 043° 5.4 NM to fld. NOTAM FILE BNA.

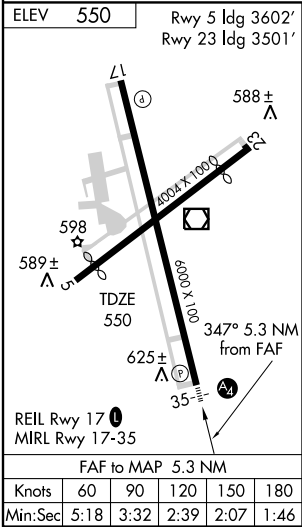
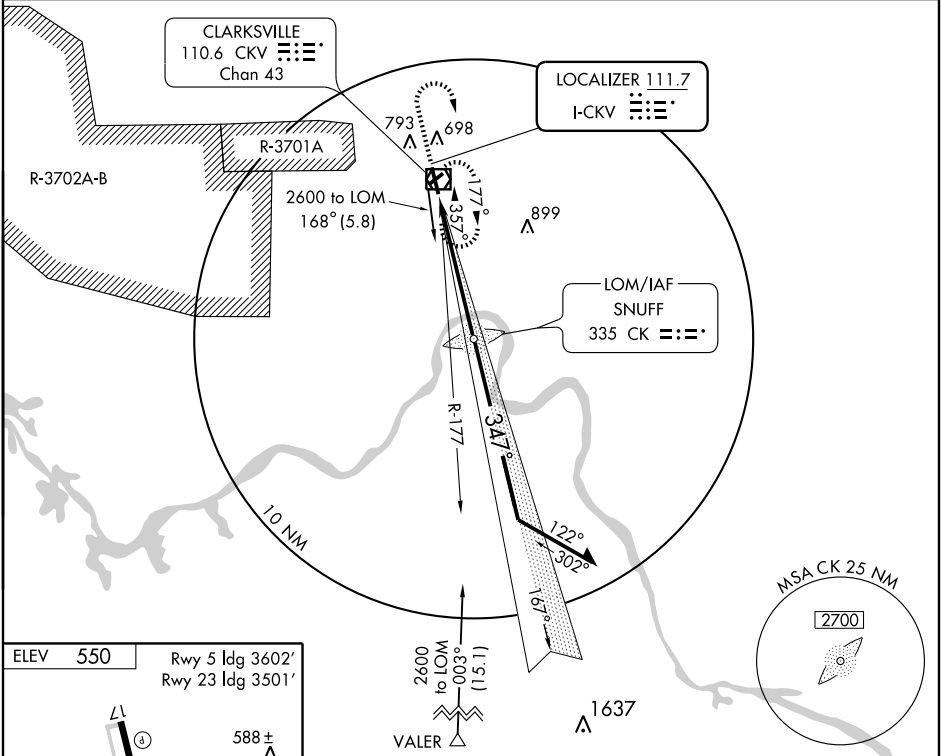






LOC I-CKV 111.7	APP CRS 347°	Rwy ldg TDZE Apt Elev	6000 550 550
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LOC RWY 35
CLARKSVILLE/OUTLAW FIELD (CKV)

 Inoperative table does not apply. Circling not authorized west of Rwy 17-35. ADF REQUIRED	MALS  =	MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.
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ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 
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1800	2200	CKV	LOM	Remain within 10 NM
				
		110.6		
			2300	
			347°	
			167°	
			2600	
			5.3 NM	
			≤ 3.01° TCH 50	
CATEGORY	A	B	C	D
S-35	1000-1 450 (500-1)	1000-1 450 (500-1)	1000-1 450 (500-1)	1000-1 450 (500-1)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1 470 (500-1)	1100-2 550 (600-2)

APP CRS	Rwy Idg	6000
167°	TDZE	541
	Apt Elev	550

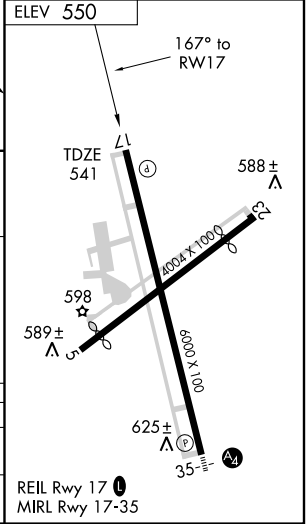
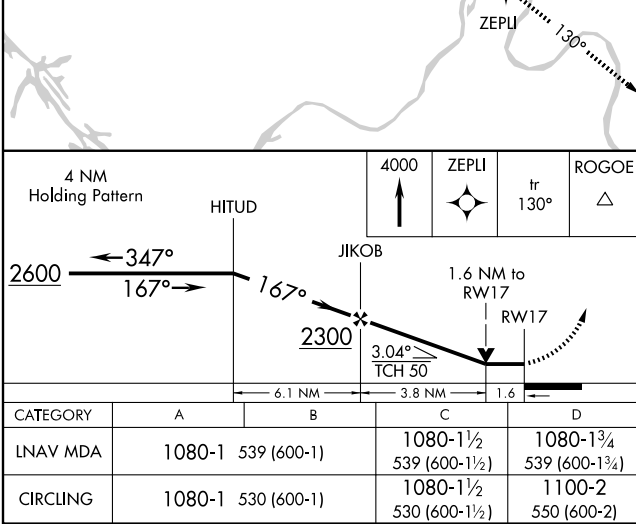
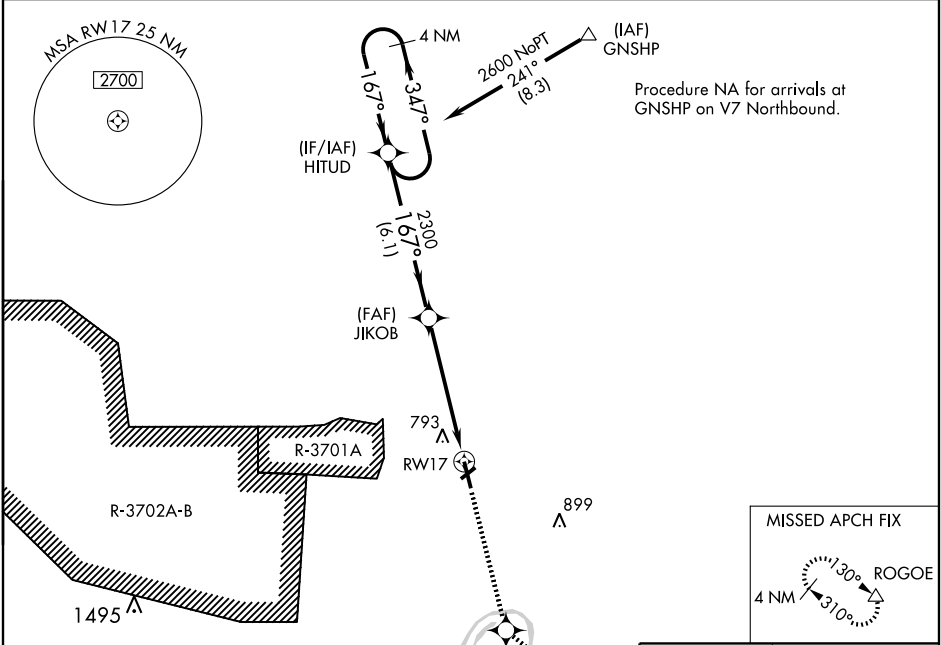
RNAV (GPS) RWY 17

CLARKSVILLE/OUTLAW FIELD (CKV)

⚠ Circling NA West of Rwy 17-35. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hopkinsville altimeter setting and increase all MDA 40 feet. VDP NA with Hopkinsville altimeter setting.

⚠ MISSED APPROACH: Climb to 4000 direct ZEPLI and on track 130° to ROGOE and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

▼

▲

Inoperative table does not apply. Circling NA west of Rwy 17-35.
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

MALS

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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ELEV 550 Rwy 5 ldg 3602' Rwy 23 ldg 3501'

3000	CUKEX	TRK 100°	GICEB	HIVNA	Procedure Turn NA
				ZEPLI	
				RW35	
				347°	3300
				2300	GS 3.00° TCH 50
				5.3 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	837-1 287 (300-1)				
LNAV/VNAV DA	879-1¼ 329 (400-1¼)				
LNAV MDA	1000-1	450 (500-1)	1000-1¼	1000-1½	1000-1½
			450 (500-1¼)	450 (500-1½)	450 (500-1½)
CIRCLING	1000-1¼	1020-1¼	1020-1½	1100-2	1100-2
	450 (500-1¼)	470 (500-1¼)	470 (500-1½)	550 (600-2)	550 (600-2)

CLARKSVILLE, TENNESSEE

Orig 07298

36°37'N - 87°25'W

CLARKSVILLE/OUTLAW FIELD (CKV)

RNAV (GPS) RWY 35

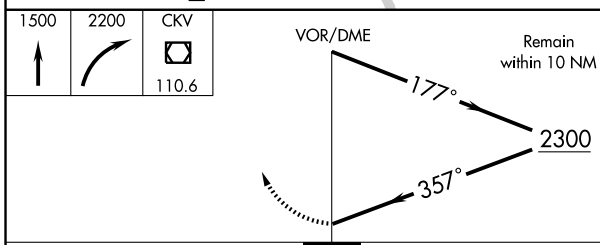
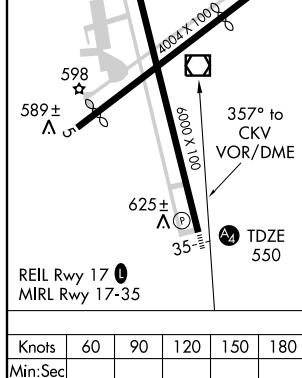
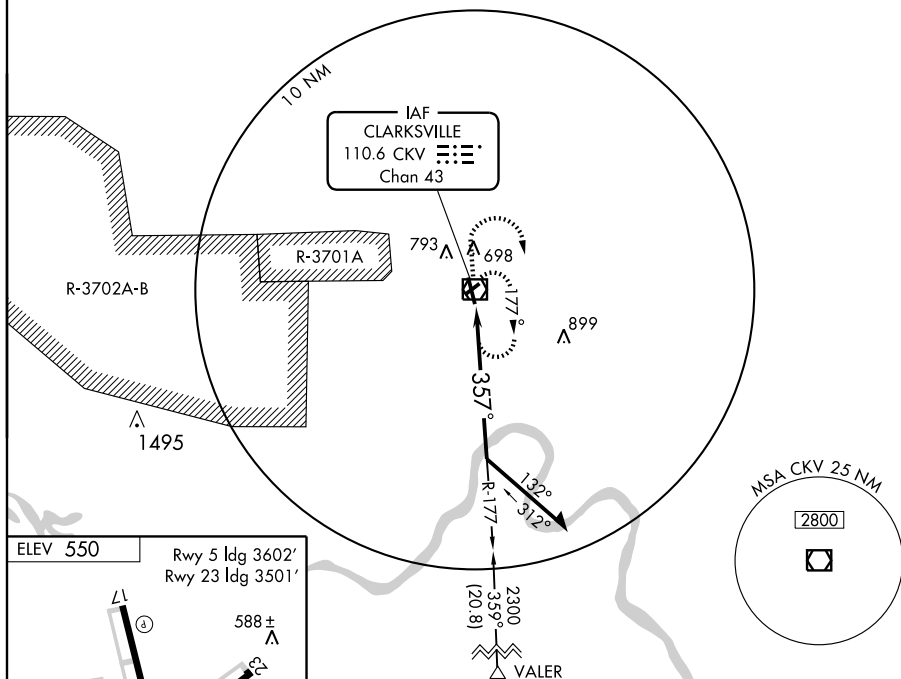
AL-5311 (FAA)

VOR RWY 35
CLARKSVILLE/OUTLAW FIELD (CKV)

MALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

CAMPBELL APP CON
134.35 307.025

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-35	1120-1	570 (600-1)	1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1	570 (600-1)	1120-1½ 570 (600-1½)	1120-2 570 (600-2)

36°37'N - 87°25'W

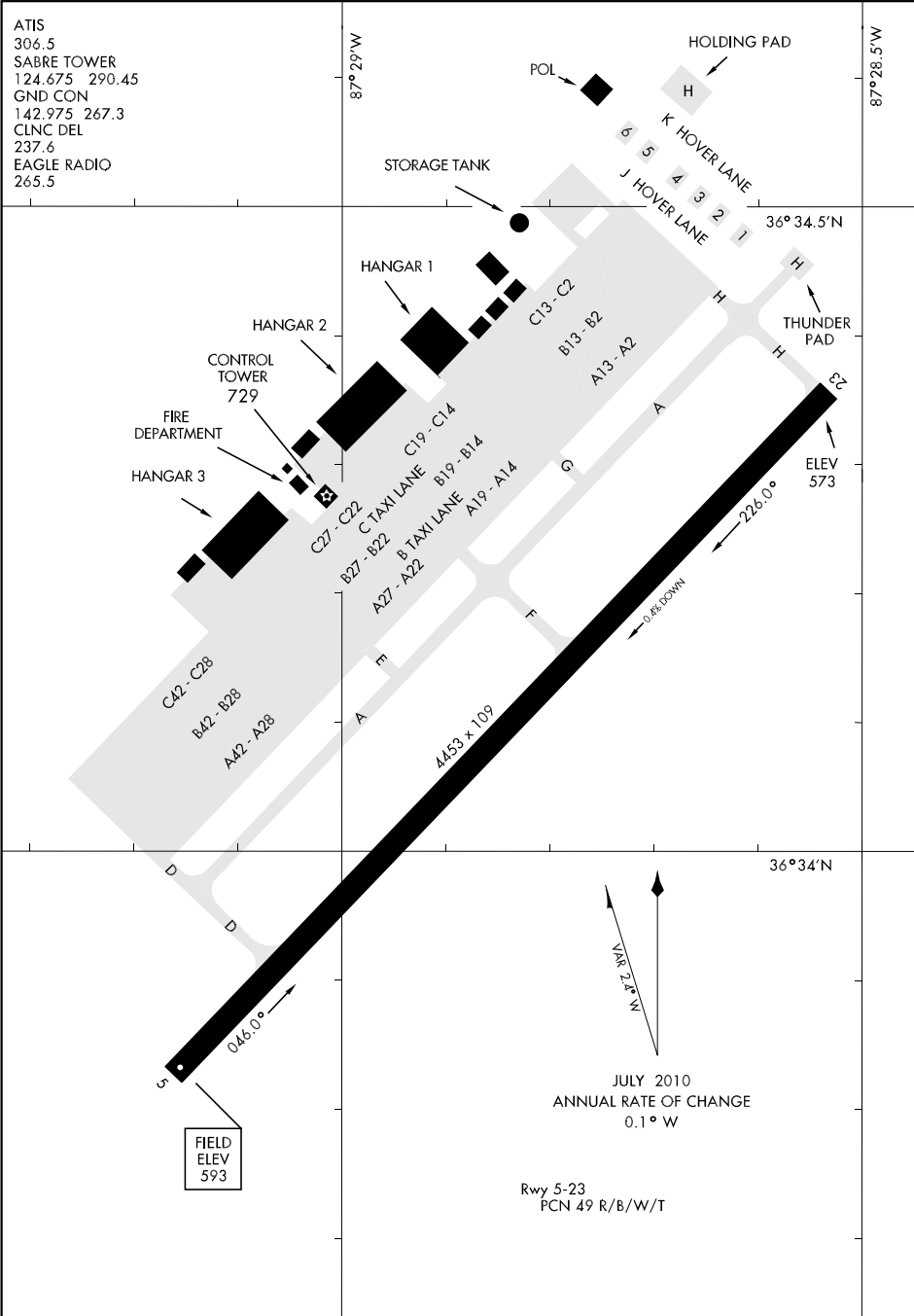
CLARKSVILLE/ OUTLAW FIELD (CKV)
VOR RWY 35

AIRPORT DIAGRAM

AFD-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

CLARKSVILLE, TENNESSEE



SE-1, 26 AUG 2010 to 23 SEP 2010

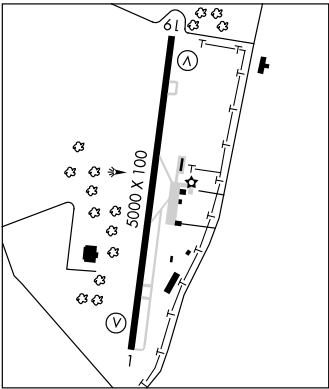
SE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE
SABRE AHP (FORT CAMPBELL) (KEOD)

SABRE AHP (FORT CAMPBELL) (EOD) A 7 NW UTC-6(-5DT) N36°34.09' W87°28.85' ST LOUIS
593 B TPA—See Remarks NOTAM FILE MKL Not insp. L-161
RWY 05-23: H4453X109 (CONC) PCN 49 R/B/W/T HIRL 0.4% up NE DIAP, AD
MILITARY SERVICE: LGT HIRL Pilot Controlled. FUEL J8 TRAN ALERT No tran maintenance.
MILITARY REMARKS: Operating station having no specific working hours, ctc Base OPS for information
C270-798-6122. DSN 635-6122 for PPR-6115. RSTD PPR for fixed wing and civilian acft. For skid acft, all
emergency proficiency training restricted to concrete portion of Twy A and rwy. Emergency proficiency training not
authorized when airfield rescue and fire fighting equipment not on site. Mandatory brief rqr for tran crew prior
use of R3701 or R3702. Ctc Eagle Advisory for briefing C270-798-2967. CAUTION Unlgtd perimeter fence 360'
to 420' SE of rwy, 7' fence 241' to 370' NE Mirage helipad. TFC PAT TPA-900(307) within 1 NM. Left tfc Rwy 23,
fixed/wing 1700(1107). MISC Lgtd tran parking. No tran parking for acft larger than UH60. Minimum lgtd helipad
NE Twy A. 24 hour PPR.
WEATHER DATA SOURCES: AWOS-3 259.425 (270) 956-3100
COMMUNICATIONS: CTAF 124.675 ATIS 306.5
Ⓡ CAMPBELL APP/DEP CON 134.35 307.025
TOWER 124.675 290.45 (Opr station having no specific working hours) GND CON 142.975 267.3
OPS 138.7 EAGLE RDO 265.5
EAGLE CON 128.75 (Opr 24 hrs ctc prior entry R3701, R3702, 128.75 285.625. When Sabre Twr-Flt Dispatch
clsd, open-close flt plan with Campbell AAF Flt Dispatch 122.95 142.9 372.2)
RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.
CLARKESVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 227° 4.6 NM to fld. 540/01W.
SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 297° 5.2 NM to fld. NOTAM FILE MKL.
ASR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

SAVANNAH-HARDIN CO (SNH) 3 SE UTC-6(-5DT) N35°10.22' W88°13.00' MEMPHIS
473 B FUEL 100LL, JET A NOTAM FILE MKL H-6J, L-161
RWY 01-19: H5000X100 (CONC) S-45, D-60 MIRL 0.4% up S IAP
RWY 01: VASI(V2L). Tree. RWY 19: VASI(V2L). Trees.
AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z±, Sun
1600-0000Z±. Arpt unattended Christmas. For svc after hrs call
731-925-8670 or 731-632-9959.
WEATHER DATA SOURCES: AWOS-3 133.925 (731) 925-6080.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ MEMPHIS CENTER APP/DEP CON 124.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 163° 26.6 NM to fld. 630/02E.



SCOTT MUNI (See ONEIDA)

LOM CK

335

APCH CRS

303°

Rwy Idg

TDZE

Arpt Elev

N/A

N/A

593

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received,
use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left
turn to 2200 direct CK LOM and hold.

ATIS

306.5

CAMPBELL APP CON

134.35 307.025

SABRE TOWER ★

124.675 290.45

GND CON

142.975 267.3

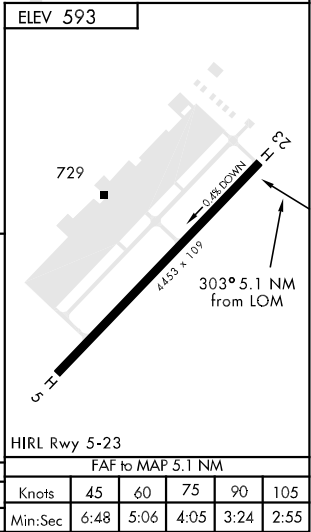
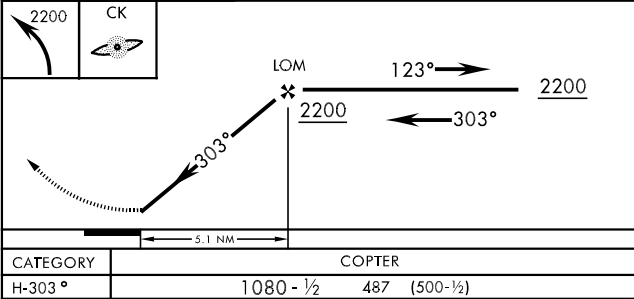
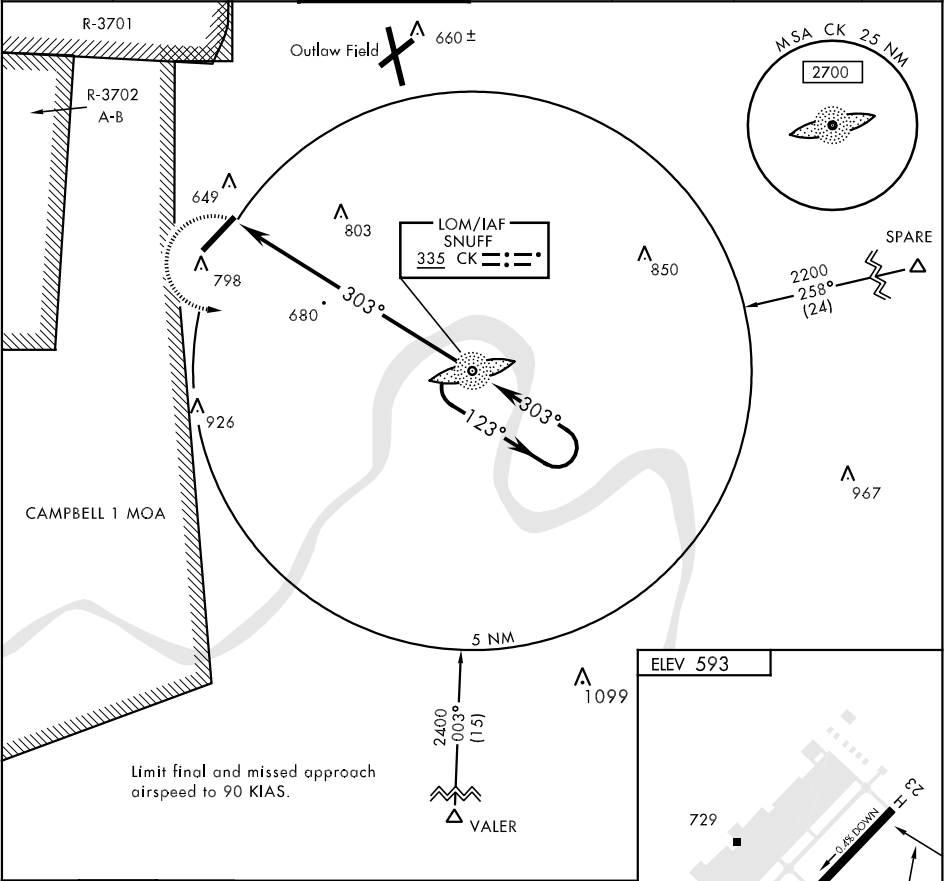
CLNC DEL

237.6

EAGLE RADIO

265.5

ASR



CLARKSVILLE, TENNESSEE		36° 34'N-87° 29'W		SABRE AHP (FORT CAMPBELL) (KEOD)	
Amdt 6A 10210				COPTER NDB 303°	

APCH CRS	Rwy Idg	4453
044°	TDZE	593
	Arpt Elev	593

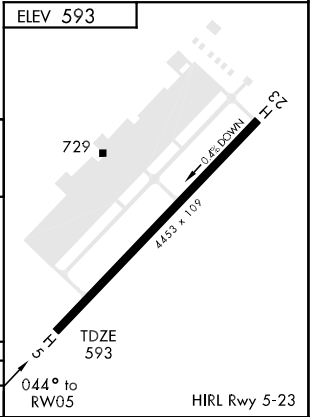
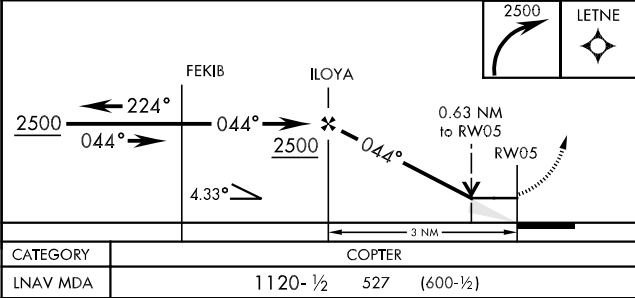
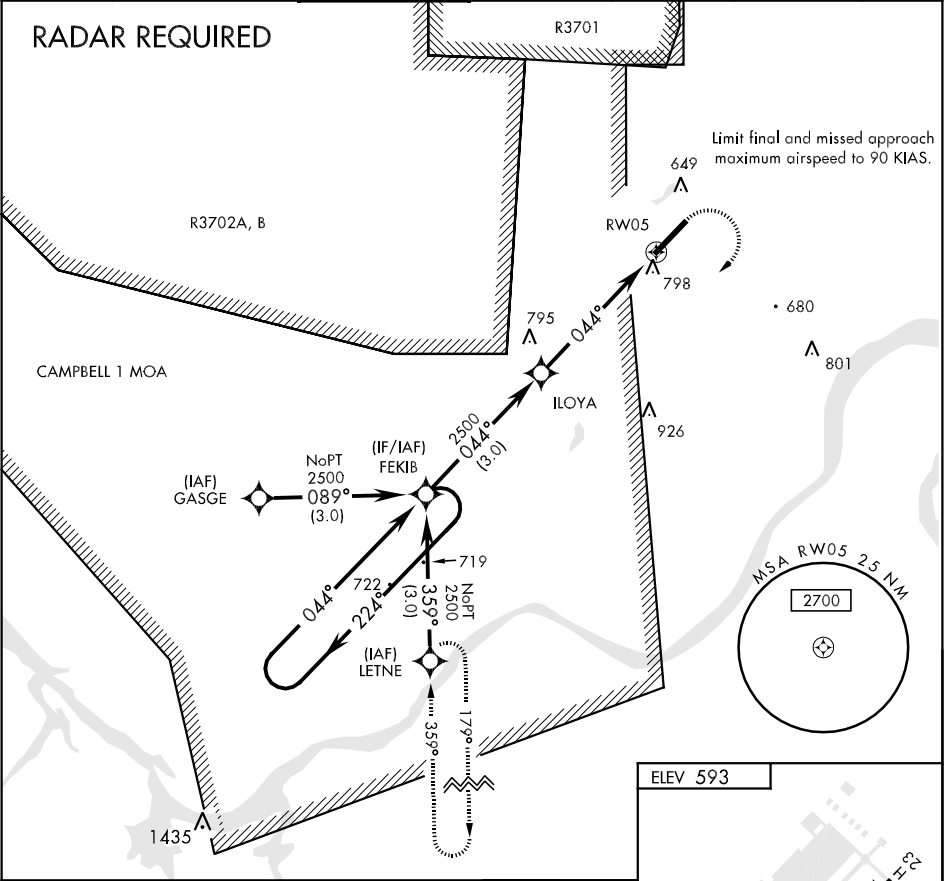
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

COPTER RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	4453
224°	TDZE	587
	Arpt Elev	593

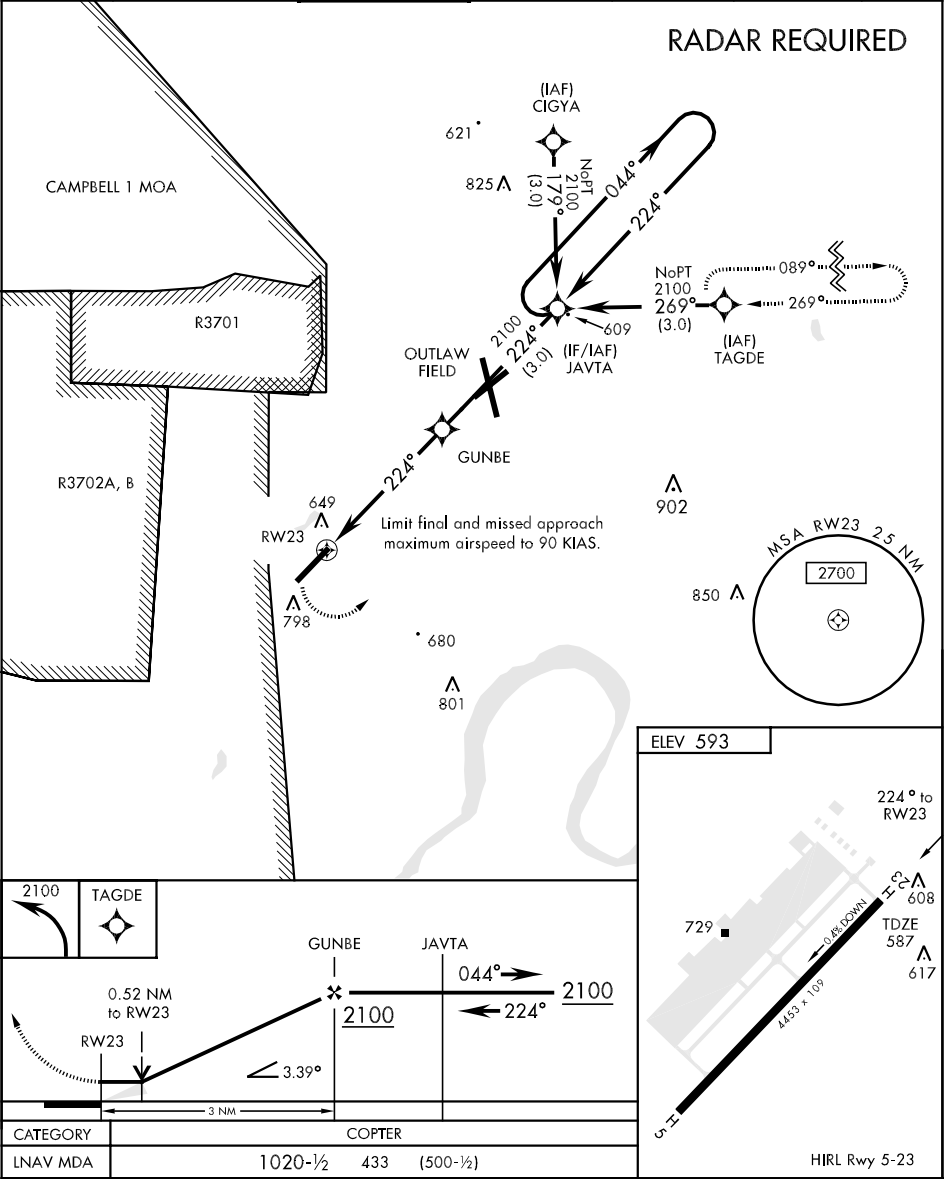
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



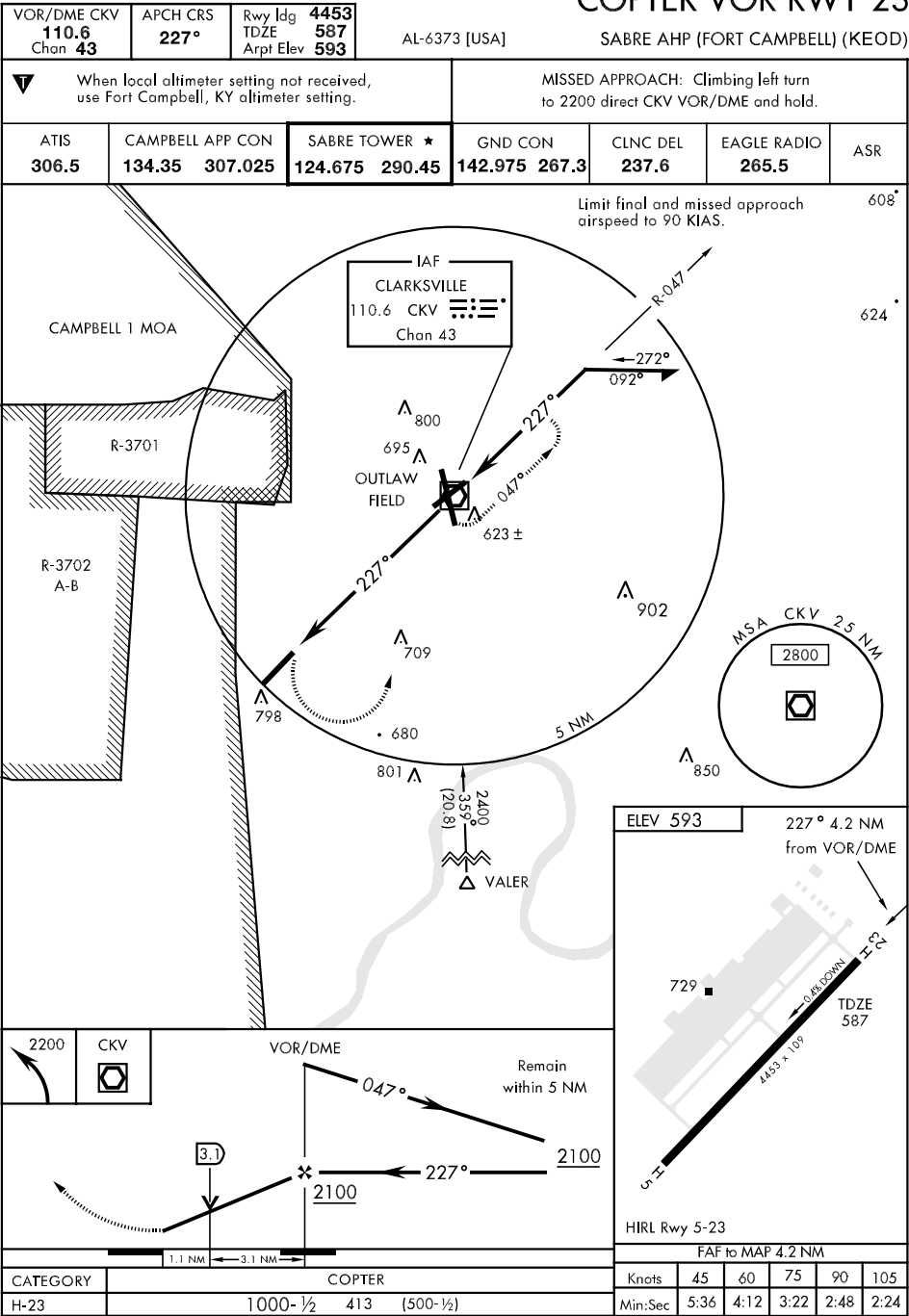
COPTER RNAV (GPS) RWY 23

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CLARKSVILLE, TENNESSEE

COPTER VOR RWY 23



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CLARKSVILLE, TENNESSEE
Amdt 6A 10210

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)
COPTER VOR RWY 23

CHILHOWEE GLIDERPORT (See BENTON)

CHOO CHOO N34°57.68' W85°09.20' NOTAM FILE CHA. ATLANTA
(H) VORTAC 115.8 GQO Chan 105 330° 5.1 NM to Lovell Fld. 1030/01E. VORTAC unusable H-9A, 12F, L-25A
byd 10 NM blo 5000'. HIWAS.
RCO 122.1R 115.8T (MACON RADIO)

CLARKSVILLE N36°37.32' W87°24.76' NOTAM FILE CKV. ST LOUIS
(T) VOR/DME 110.6 CKV Chan 43 at Outlaw Fld. 540/01W. L-161
VOR portion unusable 090°-110° byd 20 NM.
RCO 122.1R 110.6T (JACKSON RADIO)

CLARKSVILLE

OUTLAW FLD (CKV) 6 NW UTC-6(-5DT) N36°37.31' W87°24.90' ST LOUIS
550 B S4 FUEL 100LL, JET A+ TPA-1500 (950) NOTAM FILE CKV H-6K, 9A, L-161
RWY 17-35: H6000X100 (ASPH) S-60, D-90, 2S-114 MIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.
RWY 35: MALS. PAPI(P2L). TCH 50'. Trees. Rgt tfc.
RWY 05-23: H4004X100 (ASPH) S-40, D-60
RWY 05: Thld dispcld 402'. Tree. Rgt tfc.
RWY 23: Thld dispcld 503'. Tree.

AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z†, May-Sep 1400-0200Z†. Arpt unattended Christmas. For svc after hrs call 931-320-7753. Parachute Jumping. Extensive military and civil flight training within arpt area. Deer on and invof arpt. ACTIVATE REIL Rwy 17 and MALS Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 134.575 (931) 431-3045.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLARKSVILLE RCO 122.1R 110.6T (JACKSON RADIO)

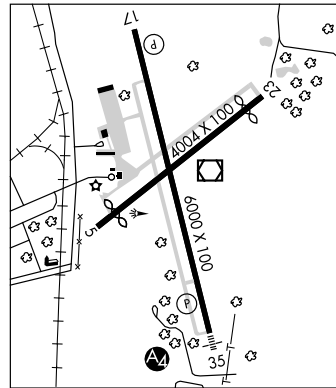
Ⓡ CAMPBELL APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' at fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 345° 5.9 NM to fld. NDB unusable byd 10 NM.

ILS 111.7 I-CKV Rwy 35. LOM SNUFF NDB. LOC only.



CLEVELAND

HARDWICK FLD (HDI) 4 NE UTC-5(-4DT) N35°13.20' W84°49.95' ATLANTA

874 B FUEL 100LL NOTAM FILE BNA L-25A
RWY 03-21: H3300X75 (ASPH) S-17, D-23 LIRL 1.4% up NE IAP
RWY 03: REIL. SAVASI(S2L). Trees.
RWY 21: REIL. SAVASI(S2L). Trees.

AIRPORT REMARKS: Attended 1300-2000Z†. Arpt unattended Christmas and New Years day. Deer on and invof arpt. Recommended high performance acft land Rwy 03, tkf Rwy 21 when wind condition not a factor due to rwy gradient and apch obstructions.

COMMUNICATIONS: CTAF/UNICOM 122.8

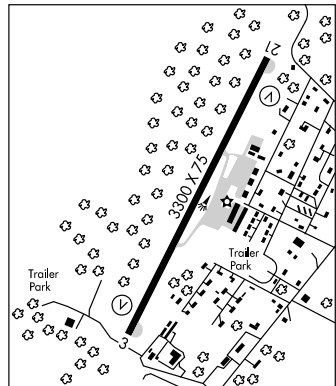
Ⓡ CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 044° 22.1 NM to fld. 1030/01E. HIWAS.

NDB (MHW) 369 HDI N35°09.22' W84°54.35' 043° 5.4 NM to fld. NOTAM FILE BNA.



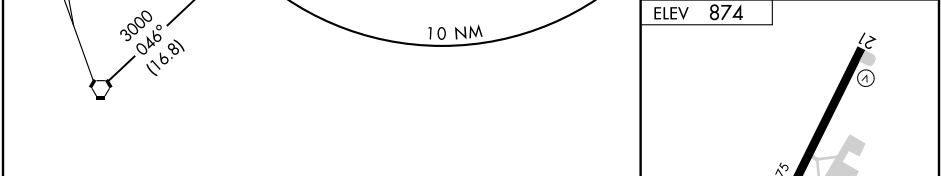
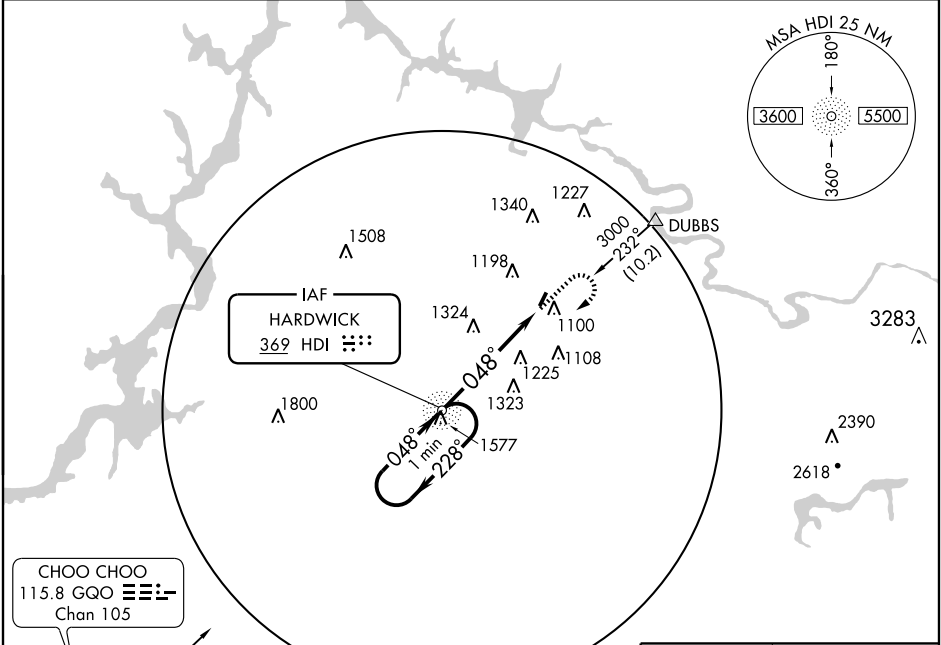
▼

▲ NA

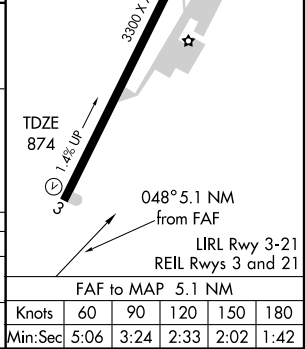
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct HDI NDB and hold.

MCMINN COUNTY AWOS-3 125.425	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF)
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One Minute Holding Pattern		NDB		2100	3000	HDI 369
3000 ← 228°		048° →				
VGSI and descent angles not coincident.		2700				
		3.38°				
		TCH 40				
		5.1 NM				
CATEGORY	A	B	C	D		
S-3	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA		
CIRCLING	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA		

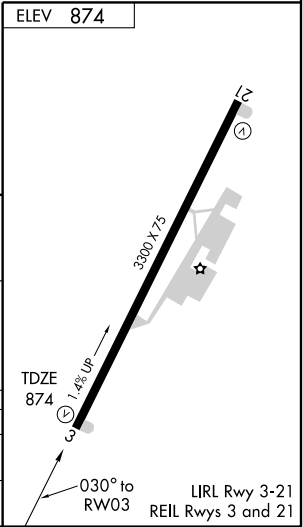
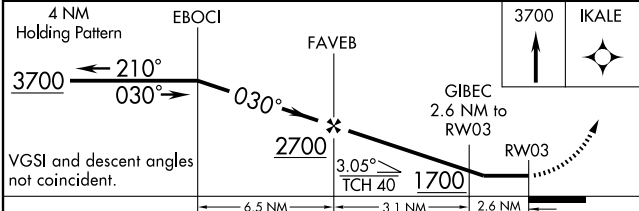
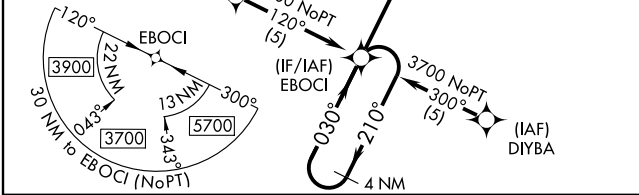
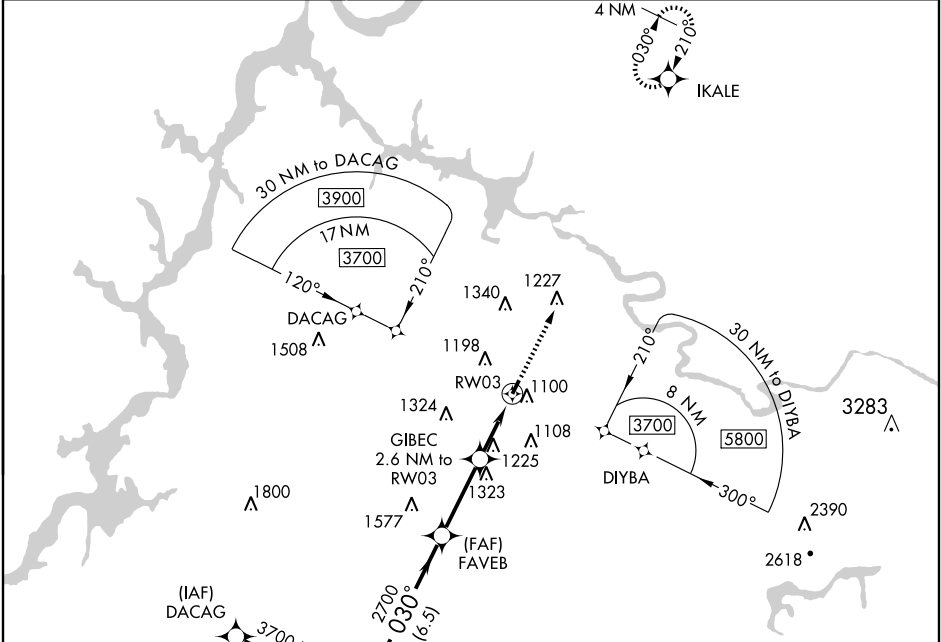


Procedure NA at night.
DME/DME RNP-0.3 NA.

NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct IKALE and hold.

MCMINN COUNTY AWOS-3 125.425	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA

CLEVELAND, TENNESSEE

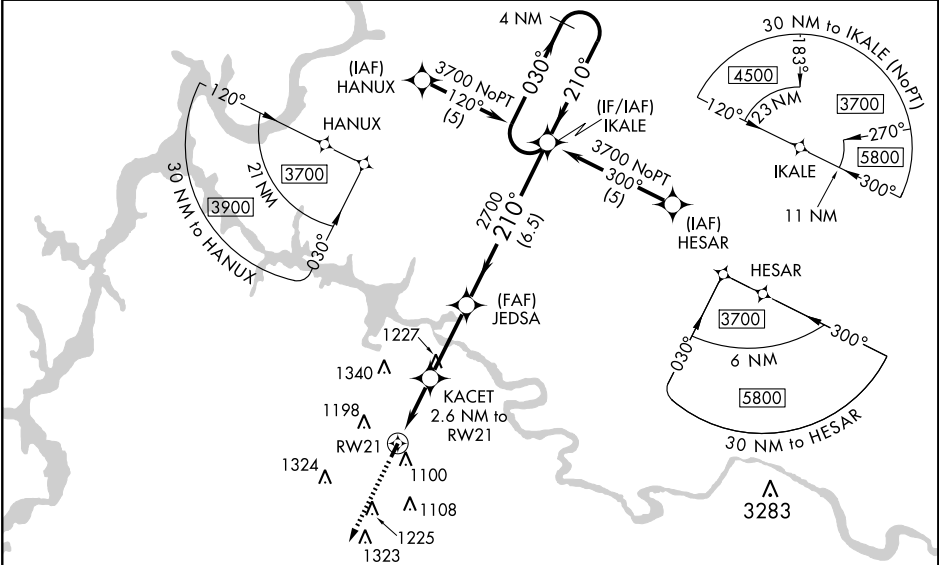
AL-6130 (FAA)

APP CRS	Rwy Idg	3300
210°	TDZE	874
	Apt Elev	874

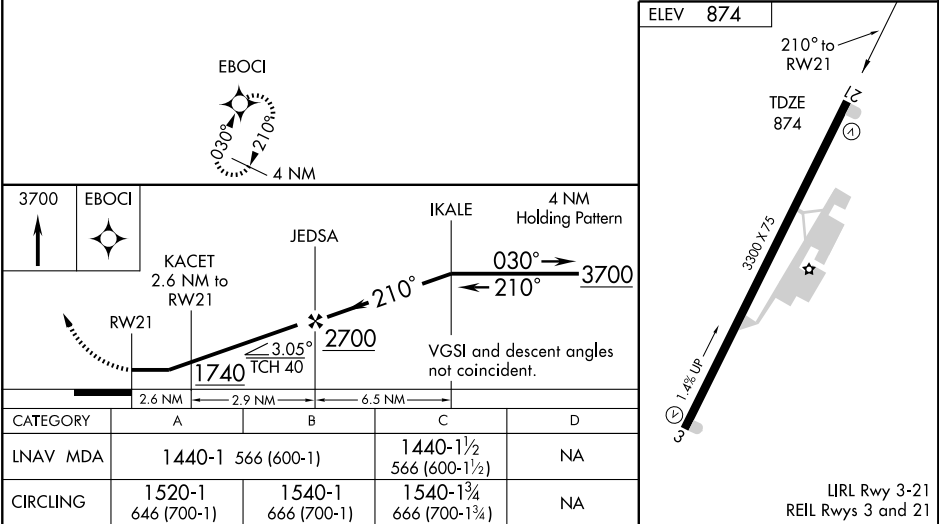
RNAV (GPS) RWY 21
CLEVELAND/HARDWICK FIELD (HDI)

Procedure NA at night. DME/DME RNP-0.3 NA. Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3700 direct EBOCI and hold.
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MCMINN COUNTY AWOS-3 125.425	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010



COLUMBIA/MOUNT PLEASANT

MAURY CO (MRC) 2 NE UTC-6(-5DT) N35°33.26' W87°10.75'

681 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 06-24: H5999X100 (ASPH) S-28, D-43, 2D-70 MRL 0.3% up NE

RWY 06: REIL. PAPI(P4R). Trees.

RWY 24: ODALS. REIL. PAPI(P4L). Trees.

RWY 17-35: 1811X150 (TURF)

RWY 35: Trees.

AIRPORT REMARKS: Attended continuously. CLOSED Christmas. PAEW invof rws 1300-2300Z+. Rwy 17-35 surface is rough and unmarked. ACTIVATE ODALS Rwy 24-CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: AWOS-3 128.625 (931) 379-0844.

COMMUNICATIONS: CTAF/UNICOM 122.8

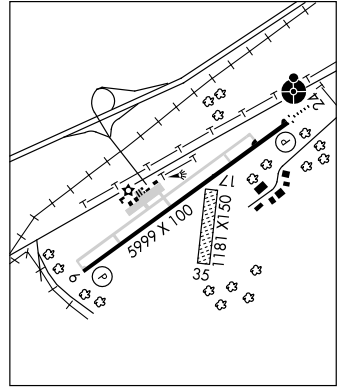
® **MEMPHIS CENTER APP/DEP CON** 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04' W87°27.11' 138° 21.4 NM to fld. 770/03E.

NDB (MHW) 365 PBC N35°36.49' W87°05.48' 234° 5.4 NM to fld. Unmonitored.

SDF 108.7 MRC Rwy 24.



ATLANTA

H-6K, 9A, L-161

IAP

COPPERHILL

MARTIN CAMPBELL FLD (1A3) 3 NE UTC-5(-4DT) N35°00.95' W84°20.81'

1790 B NOTAM FILE BNA

RWY 02-20: H3500X75 (ASPH) S-30, D-45 LIRL

RWY 02: REIL. SAVASI(S2L)-GA 3.0°TCH 24'. Trees.

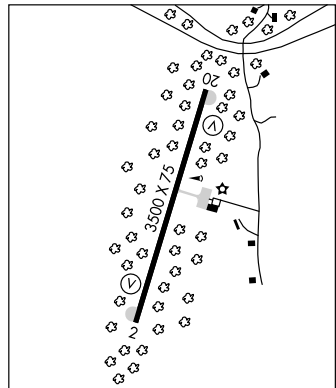
RWY 20: REIL. SAVASI(S2L)-GA 3.5°TCH 28'.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Mountain ridge running parallel to rwy 5000' E. Rwy 02 and 20 REIL OTS indef. Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. Rwy 02-20 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58' W83°54.94' 282° 21.7 NM to fld. 3660/00E. HIWAS.



ATLANTA

L-25B

CORNELIA FORT AIRPARK (See NASHVILLE)

APP CRS
055°

Rwy Idg
5999

TDZE
670

Apt Elev
681

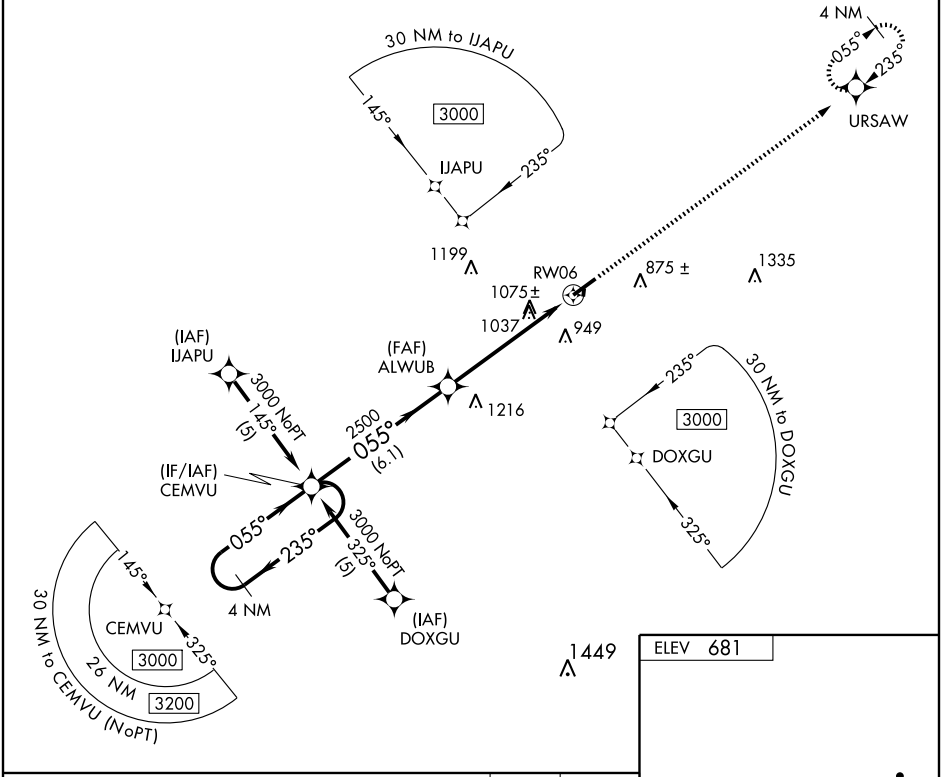
RNAV (GPS) RWY 6

COLUMBIA/ MAURY COUNTY (MRC)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct
URSAW and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

CEMVU

3000

235°

055°

VGSI and descent angles not coincident.

ALWUB

2500

3.05°

TCH 40

6.1 NM

5.6 NM

RW06

3000

URSAW

ELEV 681

TDZE 670

0.3% Up

1811 x 130

35

5999 x 100

055° to RW06

MIRL Rwy 6-24

REIL Rwy 6 and 24

CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1	659 (700-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

WAAS CH 69515 W24A	APP CRS 235°	Rwy Idg 5999 TDZE 681 Apt Elev 681
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RNAV (GPS) RWY 24
COLUMBIA/ MAURY COUNTY (MRC)

⚠ Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncomputed Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

ODALS



AWOS-3
128.625

MEMPHIS CENTER
125.85 379.25

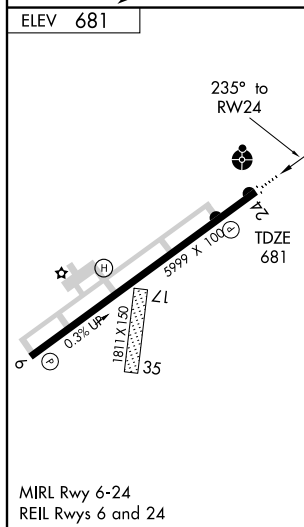
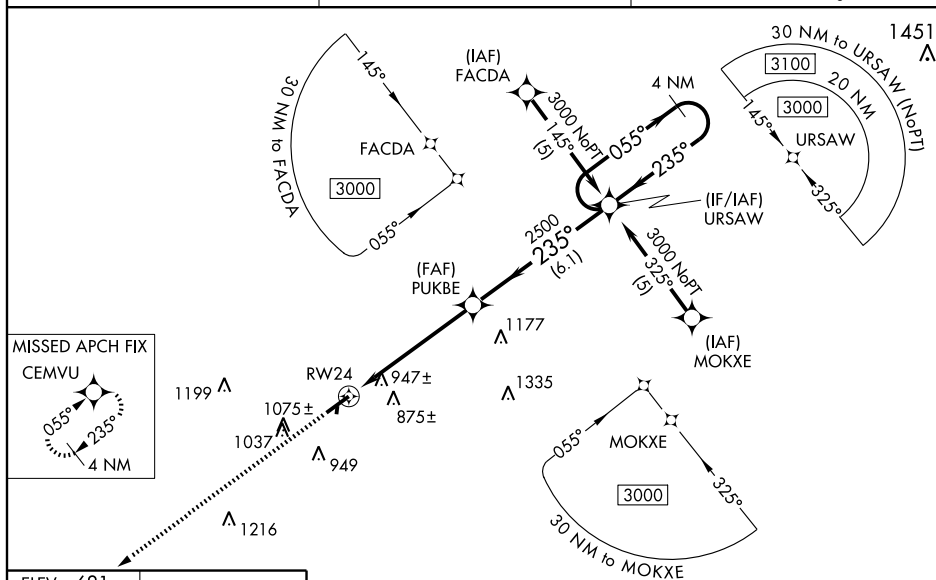
UNICOM
122.8 (CTAF) 

Diagram illustrating a 4 NM Holding Pattern for RW24. The pattern is defined by a 4 NM wide holding pattern around a fix (PUKBE). The holding pattern altitude is 3000. The diagram shows the holding pattern, the fix, the runway, and the holding pattern altitude (3000). The holding pattern is a series of turns around a fix (PUKBE) with a 235° outbound leg and a 055° inbound leg. The holding pattern is 4 NM wide. The diagram shows the holding pattern, the fix, the runway, and the holding pattern altitude (3000).

VORTAC GHM 111.6 Chan 53	APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 681
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VOR/DME-A

COLUMBIA/ MAURY COUNTY (MRC)

T
A When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

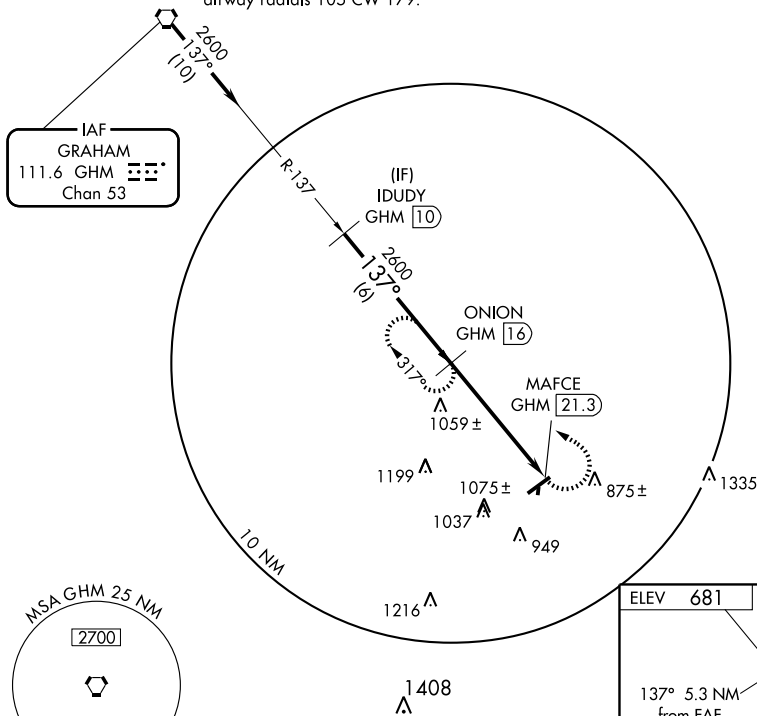
MISSED APPROACH: Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

AWOS-3
128,625

MEMPHIS CENTER
125.85 379.25

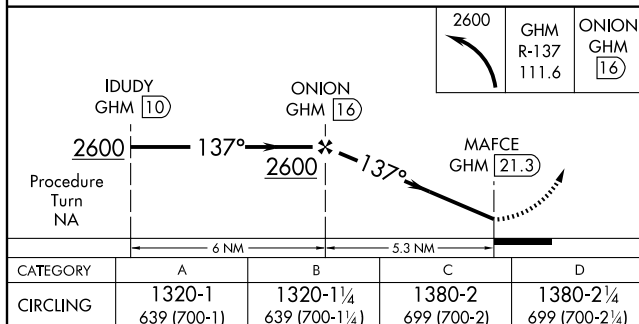
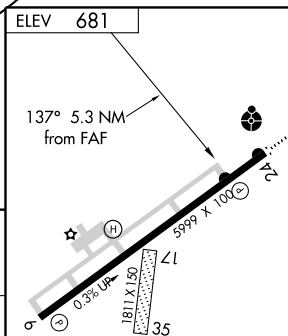
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals on GHM VORTAC
airway radials 105 CW 179.



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



COLUMBIA/MT. PLEASANT, TENNESSEE

Amdt 4 17DEC09

35°33'N-87°11'W

COLUMBIA/ MAURY COUNTY (MRC)

VOR/DME-A

COVINGTON MUNI (M04) 3 NE UTC-6(-5DT) N35°35.00' W89°35.23'

MEMPHIS

280 B FUEL 100LL, JET A NOTAM FILE MKL

H-6J, L-16H

RWY 01-19: H5004X100 (ASPH) S-15 MIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Tree.

RWY 19: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended dawn—dusk. Arpt unattended Christmas and New Year's Day. Numerous agricultural acft ops conducted on and in/ov arpt May 1–Oct 31. Rwy 19 PAPI OTS indef. MIRL Rwy 01-19 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (901)476-1705.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS APP CON 125.8 120.07

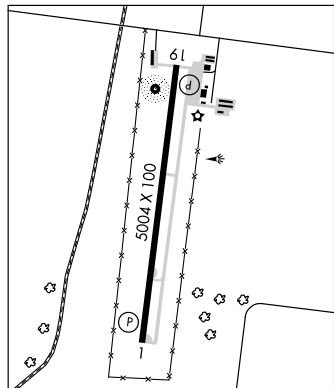
Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 204° 29.2 NM to fld. 380/03E. HIWAS.

NDB (MHW) 326 COO N35°35.38' W89°35.24' at fld.

NOTAM FILE MKL. (Unmonitored).

**CROSSVILLE MEMORIAL—WHITSON FLD** (CSV) 3 W UTC-6(-5DT) N35°57.08' W85°05.10'

ATLANTA

1881 B S4 FUEL 100LL, JET A+ NOTAM FILE CSV

H-9A, L-25A

RWY 08-26: H5418X100 (ASPH) S-33, D-62 HIRL 0.3% up W

IAP

RWY 08: VASI(V4R)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1400Z±—dark. CLOSED Thanksgiving and Christmas day. Parachute Jumping. ACTIVATE HIRL Rwy 08-26—preset low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 120.625 (931) 456-4406.**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.5 122.2 (NASHVILLE RADIO)

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 335° 11.5 NM to fld. 3040/02W. HIWAS.

ILS 109.1 I—CSV Rwy 26. Class IA. BC unusable. LOC unusable inside .5 NM. LOC unusable by 15° left of final.

DAISY N35°09.99' W85°09.44' NOTAM FILE CHA.

ATLANTA

NDB (HW) 341 CQN 198° 8.2 NM to Lovell Fld. (Unmonitored when twr clsd).

L-25A

DALLAS BAY SKY PARK (See CHATTANOOGA)

APP CRS
007°

Rwy Idg
TDZE
280

Apt Elev
280

RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

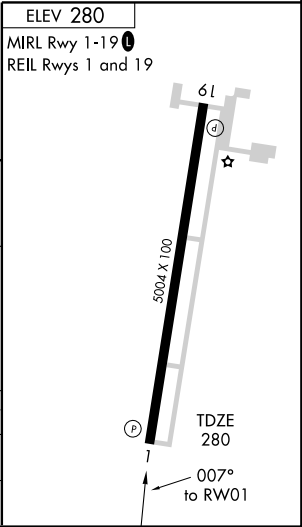
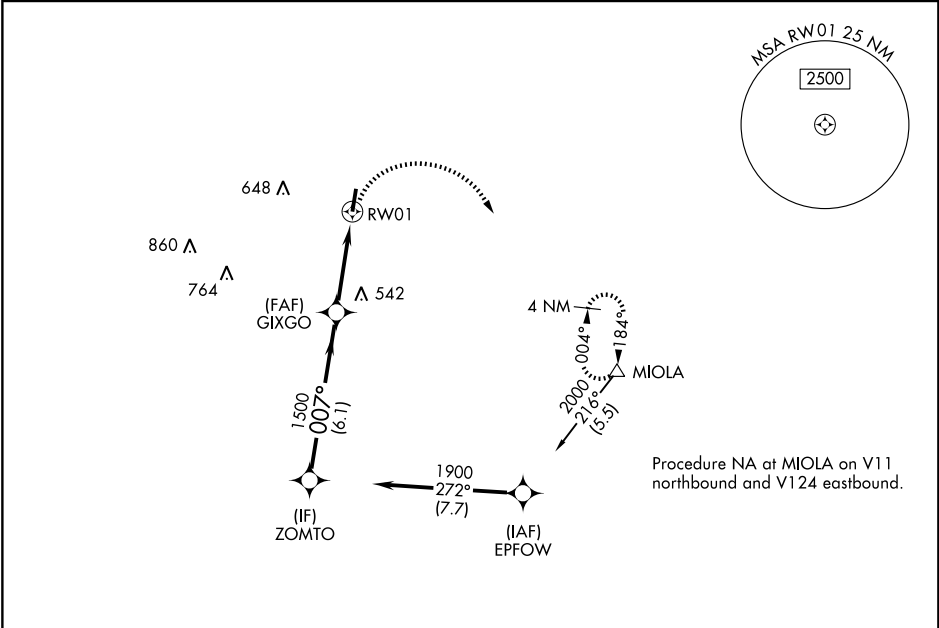
▼

⚠

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF)
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Procedure Turn NA	ZOMTO		VGSI and descent angles not coincident.		3000	MIOLA
	1900		GIXGO			
	1500		RWY01			
	6.1 NM		3.7 NM			
CATEGORY	A	B	C	D		
LNAV MDA	800-1	520 (600-1)	800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)		
CIRCLING	800-1	520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)		

COVINGTON MUNI (M04) 3 NE UTC-6(-5DT) N35°35.00' W89°35.23'

MEMPHIS

280 B FUEL 100LL, JET A NOTAM FILE MKL

H-6J, L-16H

RWY 01-19: H5004X100 (ASPH) S-15 MIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Tree.

RWY 19: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended dawn—dusk. Arpt unattended Christmas and New Year's Day. Numerous agricultural acft ops conducted on and in/ov arpt May 1–Oct 31. Rwy 19 PAPI OTS indef. MIRL Rwy 01-19 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (901)476-1705.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS APP CON 125.8 120.07

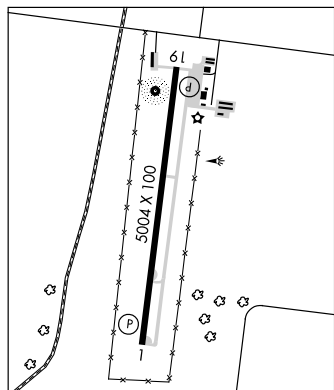
Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 204° 29.2 NM to fld. 380/03E. HIWAS.

NDB (MHW) 326 COO N35°35.38' W89°35.24' at fld.

NOTAM FILE MKL. (Unmonitored).

**CROSSVILLE MEMORIAL—WHITSON FLD** (CSV) 3 W UTC-6(-5DT) N35°57.08' W85°05.10'

ATLANTA

1881 B S4 FUEL 100LL, JET A+ NOTAM FILE CSV

H-9A, L-25A

RWY 08-26: H5418X100 (ASPH) S-33, D-62 HIRL 0.3% up W

IAP

RWY 08: VASI(V4R)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1400Z±—dark. CLOSED Thanksgiving and Christmas day. Parachute Jumping. ACTIVATE HIRL Rwy 08-26—preset low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 120.625 (931) 456-4406.**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.5 122.2 (NASHVILLE RADIO)

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 335° 11.5 NM to fld. 3040/02W. HIWAS.

ILS 109.1 I—CSV Rwy 26. Class IA. BC unusable. LOC unusable inside .5 NM. LOC unusable by 15° left of final.

DAISY N35°09.99' W85°09.44' NOTAM FILE CHA.

ATLANTA

NDB (HW) 341 CQN 198° 8.2 NM to Lovell Fld. (Unmonitored when twr clsd).

L-25A

DALLAS BAY SKY PARK (See CHATTANOOGA)

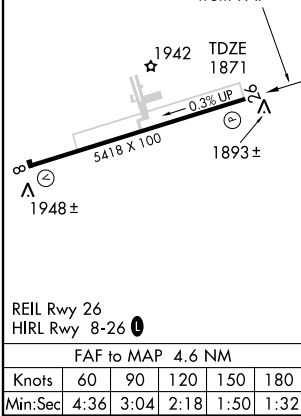
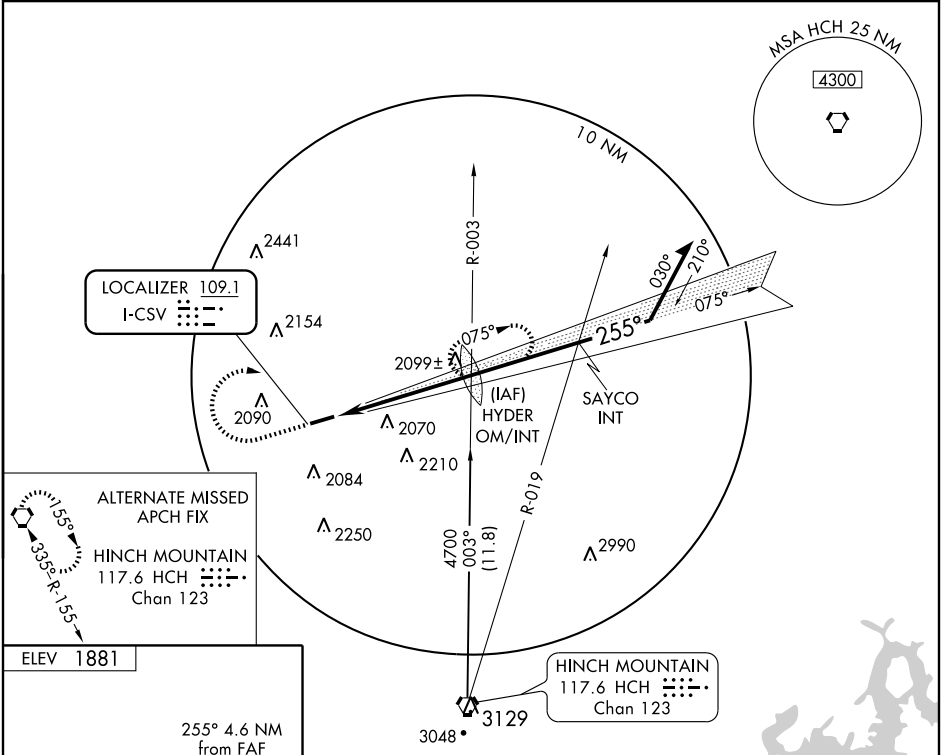
LOC I-CSV 109.1	APP CRS 255°	Rwy Idg TDZE Apt Elev	5418 1871 1881
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ILS or LOC RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF)
------------------------	--------------------------------------	-------------------------------



CATEGORY	A	B	C	D
S-ILS 26	2090-¾ 219 (300-¾)			
S-LOC 26	2360-1	489 (500-1)	2360-1¼ 489 (500-1¼)	2360-1½ 489 (500-1½)
CIRCLING	2360-1	479 (500-1)	2360-1½ 479 (500-1½)	2440-2 559 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

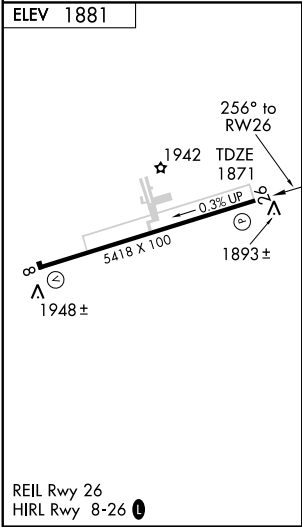
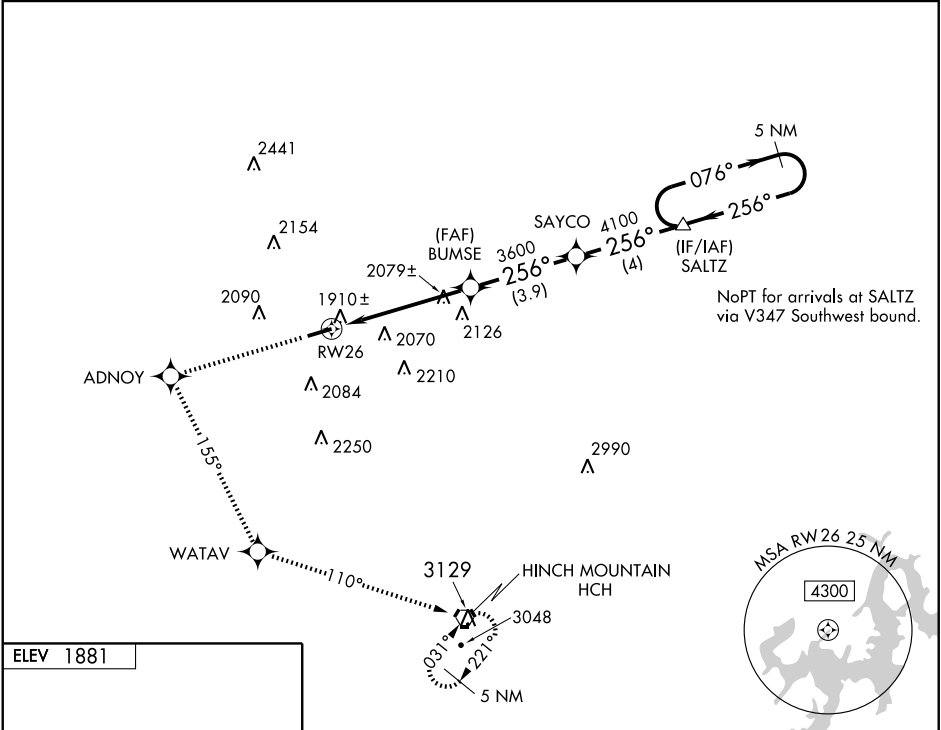
SE-1, 26 AUG 2010 to 23 SEP 2010

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
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5000	ADNOY	WATAV	HCH	SALTZ
↑	✧	✧	⬡	⬡
	TRK 155°	TRK 110°		
*LNAV only.				
*1.3 NM to RW26				
1.3 NM → 3.9 NM → 3.9 NM → 4 NM →				
CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1	469 (500-1)	2340-1¼ 469 (500-1¼)	2340-1½ 469 (500-1½)
CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)

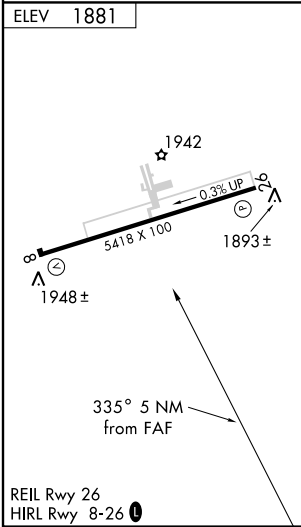
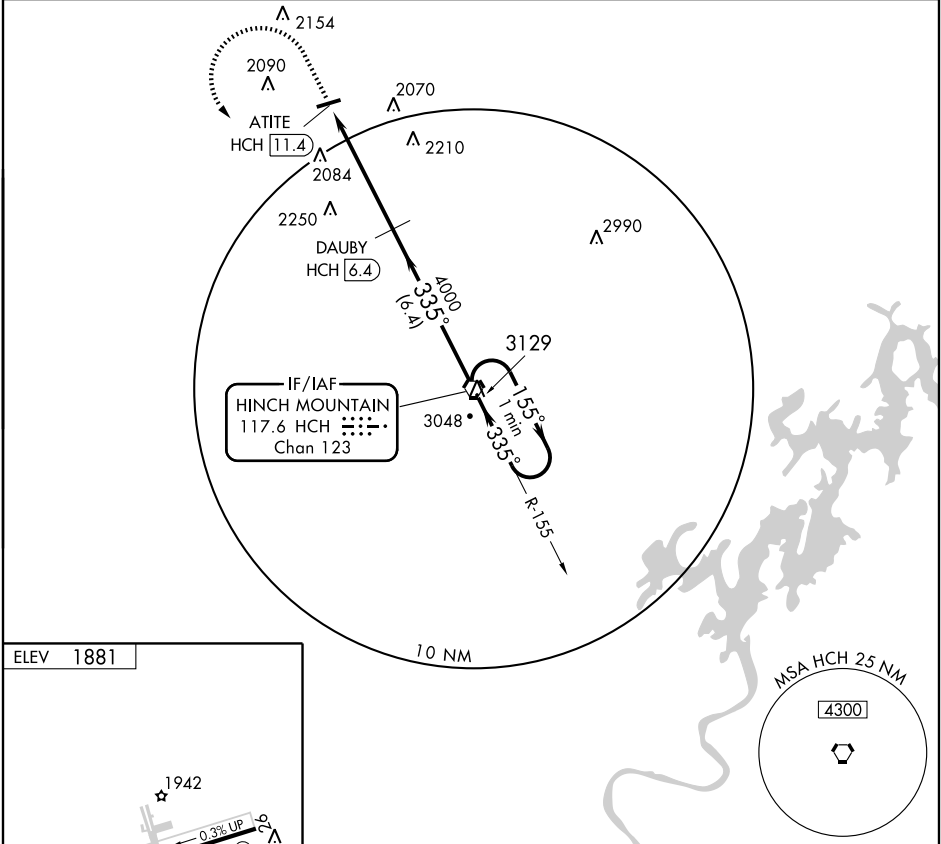
VORTAC HCH	APP CRS	Rwy ldg TDZE	N/A
117.6	335°		N/A
Chan 123		Apt Elev	1881

▼

▲ NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) 0



3000

5000

HCH
117.6

DAUBY HCH 6.4

VORTAC

One Minute Holding Pattern

155° → 5000
← 335°

ATITE HCH 11.4

4000

5 NM

6.4 NM

CATEGORY	A	B	C	D
CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

DAYTON

MARK ANTON (2A0) 4 E UTC-5(-4DT) N35°29.18' W84°55.87'

ATLANTA

719 B S2 FUEL 100LL, JET A NOTAM FILE BNA

H-9A, 12F, L-25A

RWY 03-21: H5000X75 (ASPH) S-28, D-37 MIRL

IAP

RWY 03: REIL. SAVASI(S2L)—GA 3.0°TCH 24'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 3.0°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1330-2230Z†, Sun

1730-2230Z†. CLOSED Thanksgiving and Christmas day. Deer on and invof arpt. SAVASI Rwy 03 OTS indef.

WEATHER DATA SOURCES: AWOS-3 135.075 (423) 775-4695.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.6 (0450-1100Z†)

GCO 121.725 (FLIGHT SERVICES)

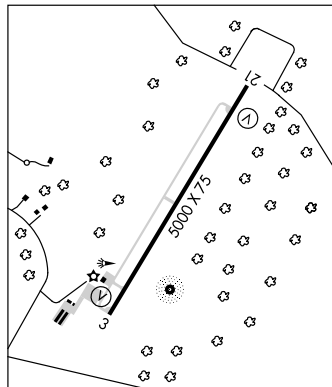
RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 175° 17.8 NM to fld. 3040/02W. HIWAS.

NDB (MHW) 394 DTE N35°28.92' W84°55.86' at fld.

NOTAM FILE BNA.



DICKSON MUNI (M02) 3 N UTC-6(-5DT) N36°07.68' W87°25.79'

ST LOUIS

892 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MKL

H-6K, 9A, L-161

RWY 17-35: H5001X75 (ASPH) S-16, D-26 MIRL 0.5% up N

IAP

RWY 17: REIL. PAPI (P2L). Trees.

RWY 35: REIL. PAPI (P2L). Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-0000Z†, Apr-Sep 1400-0100Z†.

WEATHER DATA SOURCES: AWOS-3 123.875 (615) 446-5481.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON: 125.85

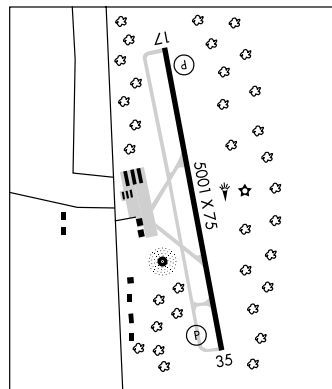
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 360° 17.6 NM to fld. 770/03E.

NDB (MHW) 203 DMZ N36°07.64' W87°25.94' at fld. NDB

unmonitored 2130-1230Z†.



DOBBS N36°01.86' W86°43.31' NOTAM FILE BNA.

ST LOUIS

NDB (LOM) 304 BN 024° 6 NM to Nashville Intl.

L-161

DULANEY N36°08.15' W82°53.42' NOTAM FILE BNA.

CINCINNATI

NDB (MHW) 263° DYO 050° 5 NM to Greeneville-Greene Co Muni. Unmonitored 2300-1300Z†.

L-251

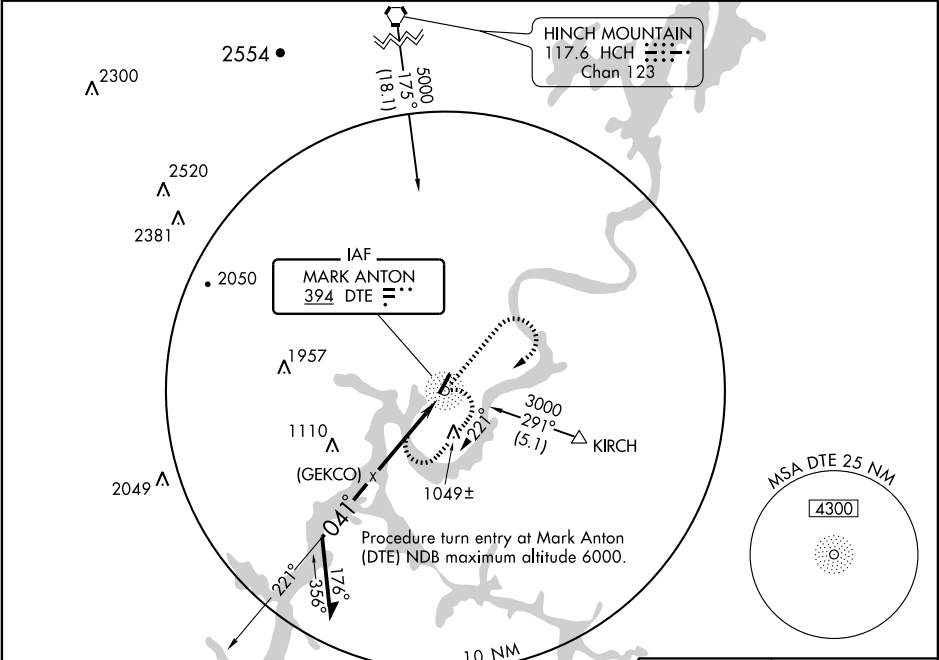
NDB DTE	APP CRS	Rwy Idg	5000
394	041°	TDZE	715
		Apt Elev	719

NDB or GPS RWY 3
DAYTON/MARK ANTON (2A0)

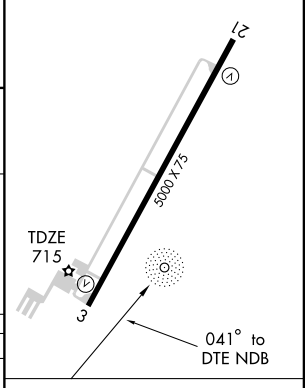
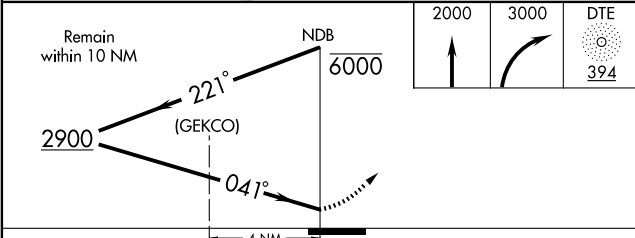
NA If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	GCO 121.725	UNICOM 123.0 (CTAF)
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ELEV 719
MIRL Rwy 3-21
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

DAYTON, TENNESSEE

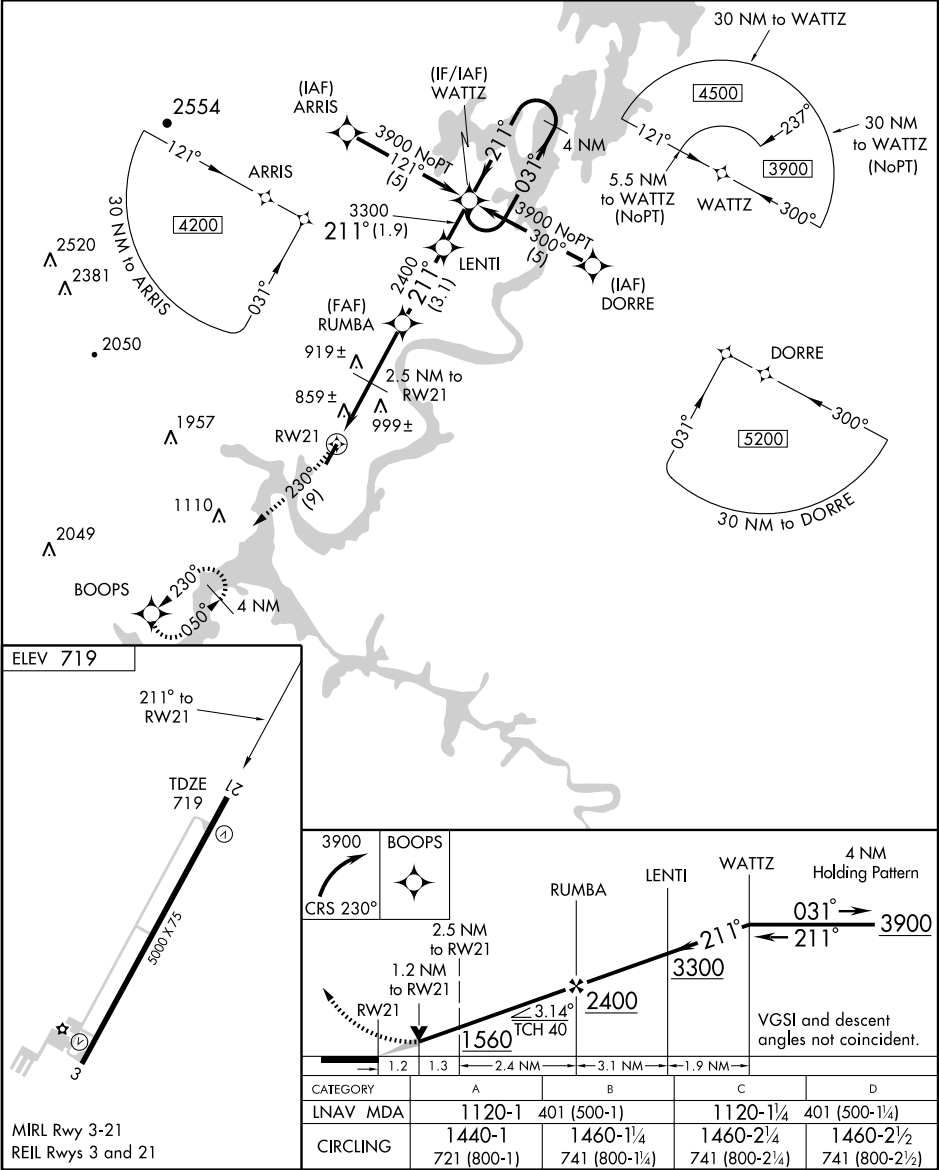
AL-6420 (FAA)

APP CRS 211°	Rwy Idg TDZE Apt Elev	5000 719 719
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RNAV (GPS) RWY 21
DAYTON/MARK ANTON (2A0)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3900 via 230° course to BOOPS WP and hold.
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AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	GCO 121.725	UNICOM 123.0 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

DAYTON, TENNESSEE
Orig 07298

35°29'N - 84°56'W

DAYTON/MARK ANTON (2A0)
RNAV (GPS) RWY 21

DAYTON

MARK ANTON (2A0) 4 E UTC-5(-4DT) N35°29.18' W84°55.87'

719 B S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 03-21: H5000X75 (ASPH) S-28, D-37 MIRL

RWY 03: REIL. SAVASI(S2L)—GA 3.0°TCH 24'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 3.0°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1330-2230Z†, Sun 1730-2230Z†. CLOSED Thanksgiving and Christmas day. Deer on and in/ov arpt. SAVASI Rwy 03 OTS indef.

WEATHER DATA SOURCES: AWOS-3 135.075 (423) 775-4695.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.6 (0450-1100Z†)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

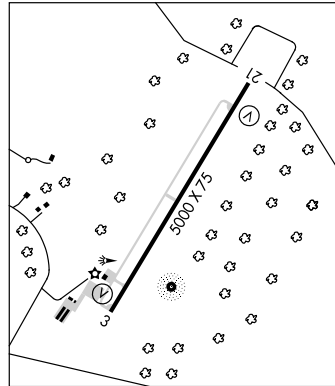
HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 175° 17.8 NM to fld. 3040/02W. HIWAS.

NDB (MHW) 394 DTE N35°28.92' W84°55.86' at fld.

NOTAM FILE BNA.

ATLANTA
H-9A, 12F, L-25A
IAP



DICKSON MUNI (M02) 3 N UTC-6(-5DT) N36°07.68' W87°25.79'

892 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MKL

RWY 17-35: H5001X75 (ASPH) S-16, D-26 MIRL 0.5% up N

RWY 17: REIL. PAPI (P2L). Trees.

RWY 35: REIL. PAPI (P2L). Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-0000Z†, Apr-Sep 1400-0100Z†.

WEATHER DATA SOURCES: AWOS-3 123.875 (615) 446-5481.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON: 125.85

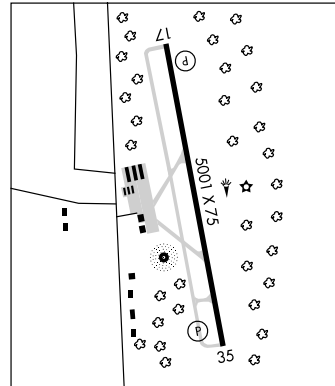
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 360° 17.6 NM to fld. 770/03E.

NDB (MHW) 203 DMZ N36°07.64' W87°25.94' at fld. NDB unmonitored 2130-1230Z†.

ST LOUIS
H-6K, 9A, L-161
IAP



DOBBS N36°01.86' W86°43.31' NOTAM FILE BNA.

NDB (LOM) 304 BN 024° 6 NM to Nashville Intl.

ST LOUIS
L-161

DULANEY N36°08.15' W82°53.42' NOTAM FILE BNA.

NDB (MHW) 263° DYQ 050° 5 NM to Greeneville-Greene Co Muni. Unmonitored 2300-1300Z†.

CINCINNATI
L-25C

AL-6085 (FAA)

NDB DMZ <u>203</u>	APP CRS 181°	Rwy Idg 5001 TDZE 892 Apt Elev 892
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NDB RWY 17
DICKSON MUNI (M02)

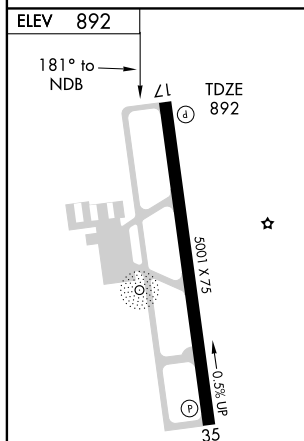
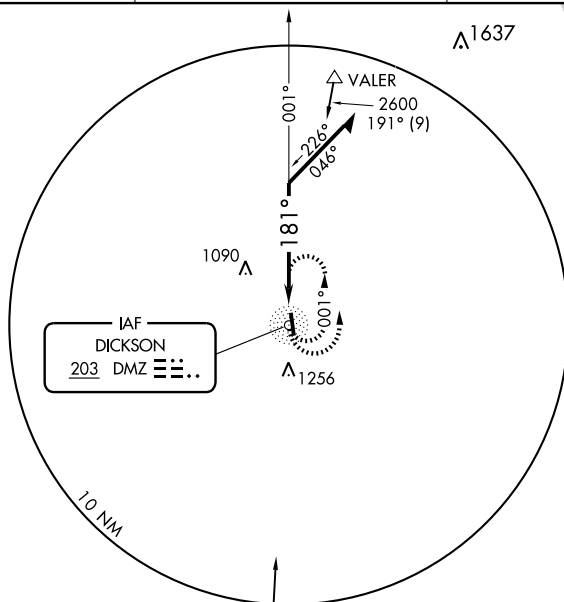
TANA

MISSED APPROACH: Climbing left turn to 2600 in Dickson (DMZ) NDB holding pattern.

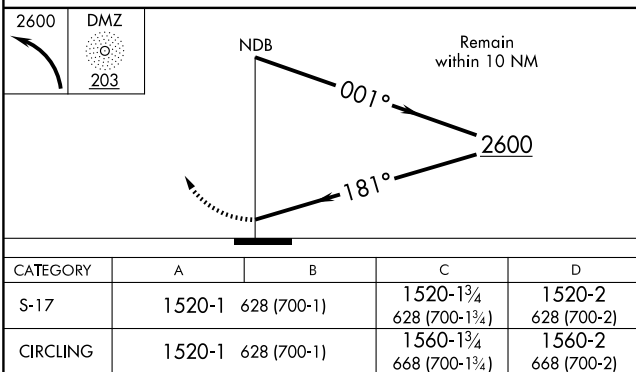
AWOS-3
123.875

MEMPHIS CENTER
125.85 381.4

UNICOM
122.8 (CTAF)



REIL Rwy 17 and 35
MIRL Rwy 17-35



DICKSON, TENNESSEE
Amdt 2B 09127

36° 08'N-87° 26'W



DICKSON MUNI (M02)
NDB RWY 17

SE-1, 26 AUG 2010 to 23 SEP 2010

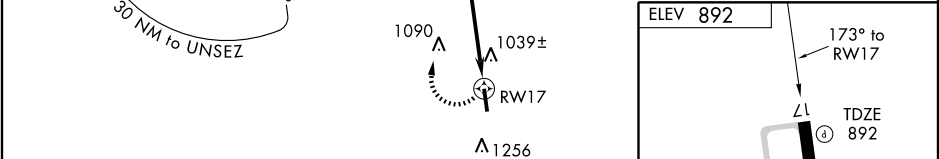
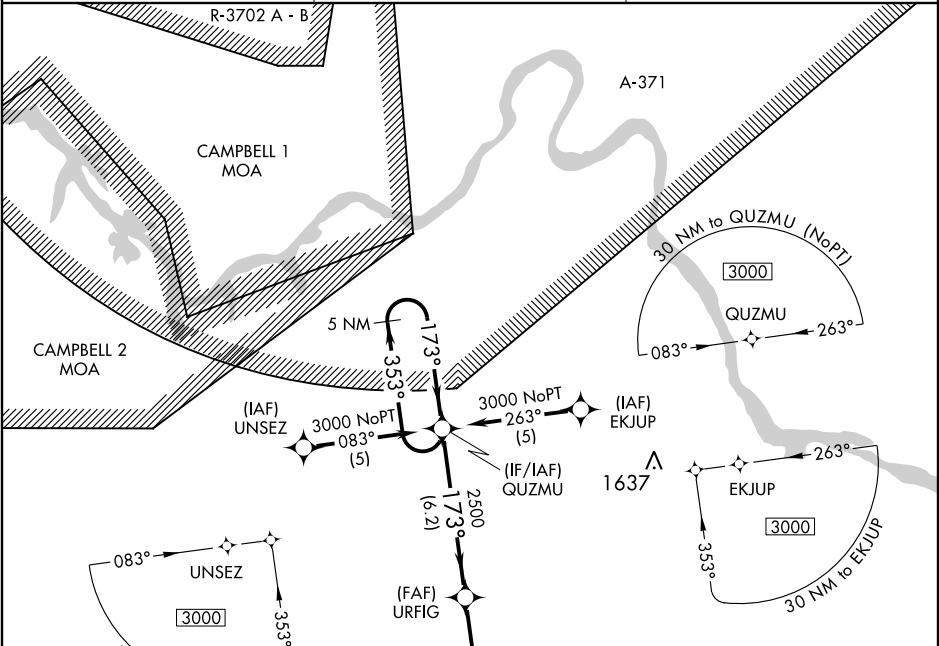
SE-1. 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17
DICKSON MUNI (M02)

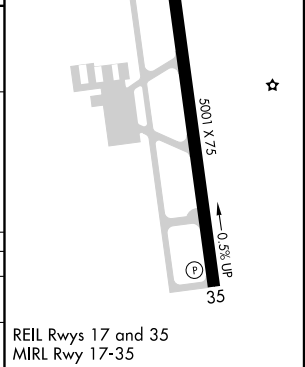
APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

  NA	If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.
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AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern				
QUZMU				
3000 ← 353° 173° →				
VGSI and descent angles not coincident.				
URFIG				
2500				
0.9 NM to RWY 17				
RWY 17				
3.04° TCH 40				
6.2 NM 4 NM 0.9 NM				
CATEGORY	A	B	C	D
LNAV MDA	1300-1	408 (500-1)	1300-1¼	408 (500-1¼)
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-6085 (FAA)

VORTAC GHM 111.6 Chan 53	APP CRS 180°	Rwy Idg 5001 TDZE 892 Apt Elev 892
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VOR/DME RWY 17
DICKSON MUNI (M02)

DICKSON MUNI (M02)



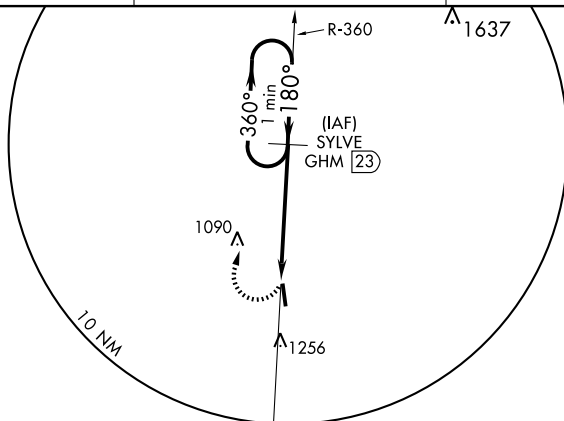
ANA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3
123,875

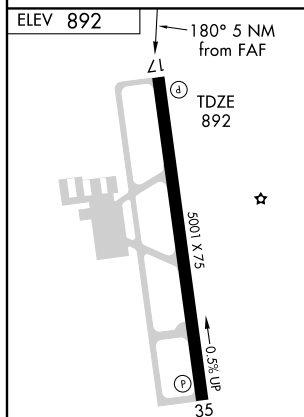
MEMPHIS CENTER
125.85 381.4

UNICOM
122.8 (CTAF)



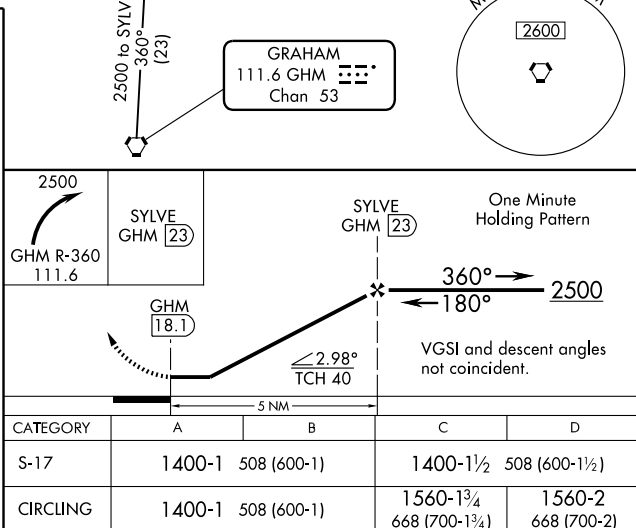
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



REIL Rwys 17 and 35
MIRL Rwy 17-35

DICKSON, TENNESSEE
Amdt 4C 09127



36° 08'N-87° 26'W

DICKSON MUNI (M02)
VOR/DME RWY 17

VOR/DME RWY 17

DYERSBURG RGNL (DYZ) 2 S UTC-6(-5DT) N35°59.88' W89°24.40'
338 B S4 FUEL 100LL, JET A NOTAM FILE DYR
RWY 04-22: H5698X100 (ASPH) S-55, D-80, 2S-102, 2D-140 MIRL 0.7% up NE
RWY 04: REIL. PAPI(P4L). Trees.
RWY 22: REIL. PAPI(P4L). Thld dsplcd 694'. Trees.
RWY 16-34: H4000X75 (ASPH) S-50, D-75, 2S-95, 2D-135
0.3% up NW
RWY 34: Trees.

AIRPORT REMARKS: Attended 1400-2300Z+. For svc after hrs phone
731-445-1126 or 731-286-0447. Rwy 04 REIL OTS indef. Rwy
22 REIL OTS indef.

WEATHER DATA SOURCES: AWOS-3 135.625 (731) 287-0300. HIWAS
116.8 DYR.

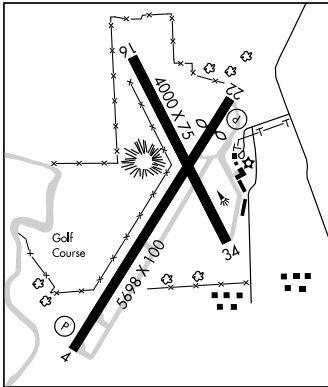
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.45 122.2 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

AIRSPACE: CLASS E svc continuously.

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

(L) VORTACW 116.8 DYR Chan 115 N36°01.11'
W89°19.06' 251° 4.5 NM to fld. 380/03E. HIWAS.



MEMPHIS
H-6J, L-16H
IAP

EAGLEVILLE

PUCKETT GLIDERPORT (50M) 4 SE UTC-6(-5DT) N35°41.37' W86°36.90'
780 NOTAM FILE BNA
RWY 14-32: 2200X145 (TURF)

RWY 14: Thld dsplcd 600'. Trees. Rgt tfc. RWY 32: Trees.

AIRPORT REMARKS: Attended 1600Z+-SS. Gliderport-powered acft welcome. Military activity and maneuvers
prohibited. Rwy 14-32 and dsplcd thld marked with 3' white cones.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Frequency 123.5 used for Glider Training

ATLANTA

ELIZABETHTON MUNI (ØA9) 3 NE UTC-5(-4DT) N36°22.27' W82°10.41'
1593 S4 FUEL 100LL, JET A OX 3 TPA-2593(1000) NOTAM FILE BNA
RWY 06-24: H4529X70 (ASPH) S-25 LIRL (NSTD) 0.8% up NE
RWY 06: SAVASI(S2L)-GA 3.75° TCH 36'. Thld dsplcd 97'. Trees.
Rgt tfc.
RWY 24: Thld dsplcd 429'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1230-0230Z+, Nov-Mar
1230-0030Z+. High performance acft departing Rwy 24 are to
maintain rwy heading until reaching 2,600' MSL. Repetitive tfc
pattern ops by high performance acft is discouraged. 250' AGL
crane ops intermittently 0.4 NM SW AER 06 and 250' E of
centerline. Rwy 06-24 NSTD LIRL avbl by prior arrangement only;
call 423-543-2801 or after hrs 423-795-5303.

WEATHER DATA SOURCES: AWOS-3 135.675 (423) 543-1801.

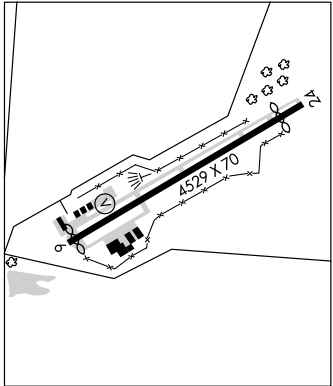
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ TRI CITY APP/DEP CON 134.425 128.67

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMY Chan 93 N36°26.22'
W82°07.77' 212° 4.5 NM to fld. 4321/04W.

NDB (MHW) 275 EZT N36°18.96' W82°16.23' 057° 5.8 NM
to fld. VFR only.



CINCINNATI
L-25C
IAP

ELLINGTON (See LEWISBURG)

ELVIS N35°03.69' W90°04.30' NOTAM FILE MEM.
NDB (MHW/LOM) 287 ME 102° 4.8 NM to Memphis Intl. NDB unusable byd 15 NM.


MEMPHIS
L-18G

EVERETT-STEWART RGNL (See UNION CITY)

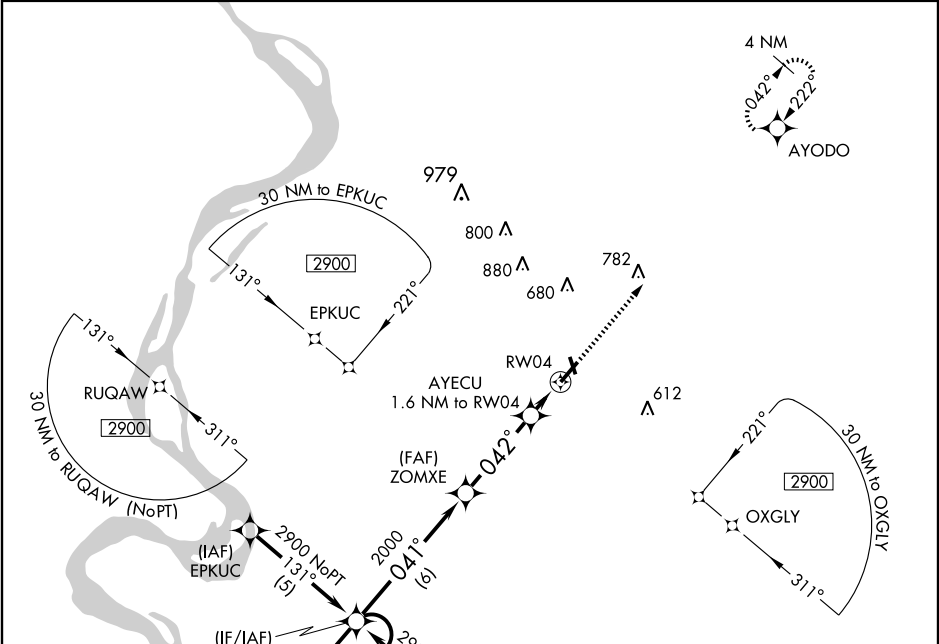
FAYETTE CO (See SOMERVILLE)

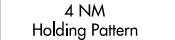
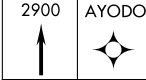
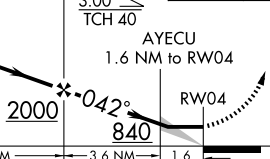
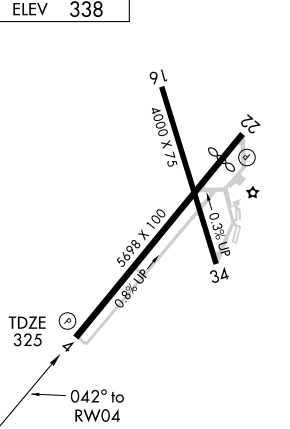
RNAV (GPS) RWY 4
DYERSBURG RGNL (DYR)

APP CRS	Rwy Idg	5698
042°	TDZE	325
	Apt Elev	338

 If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct AYODO and hold.
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AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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VGSI and descent angles not coincident.						
CATEGORY	A	B	C	D		
LNVA MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)		
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)		
					MIRL Rwy 4-22 REIL Rws 4 and 22	

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-966 (FAA)

APP CRS	Rwy Idg	5004
222°	TDZE	335
	Apt Elev	338

RNAV (GPS) RWY 22
DYERSBURG RGNL (DYR)

**T
A**

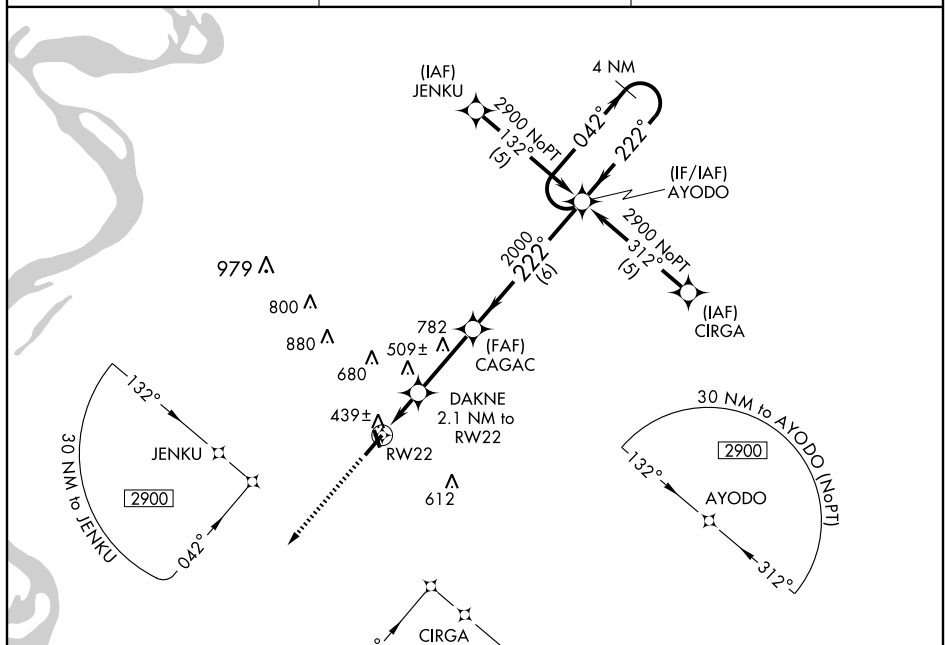
DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
If local altimeter setting not received, use Blytheville Muni, AR
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900
direct RUQAW and hold.

AWOS-3
135.625

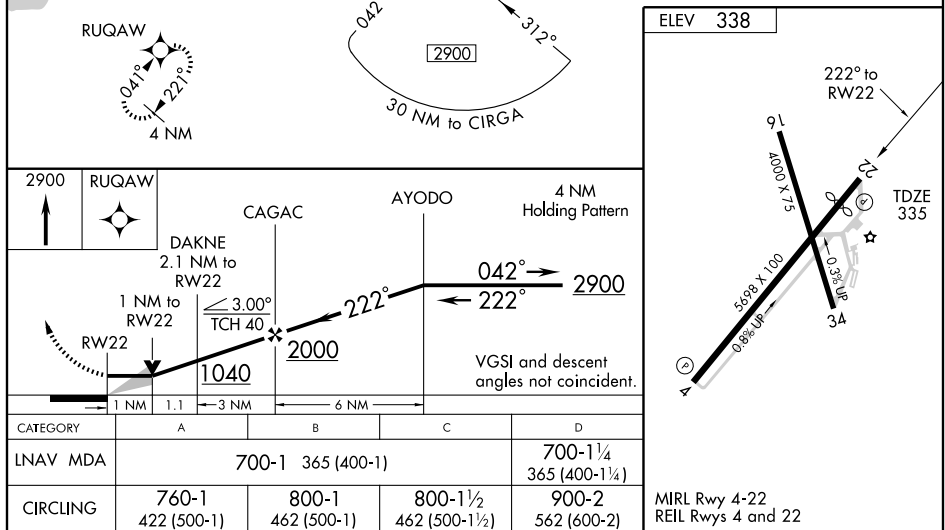
MEMPHIS CENTER
134.65 316.15

UNICOM
123.05 (CTAF)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010



DYERSBURG, TENNESSEE
Orig 08325

36° 00'N-89° 24'W

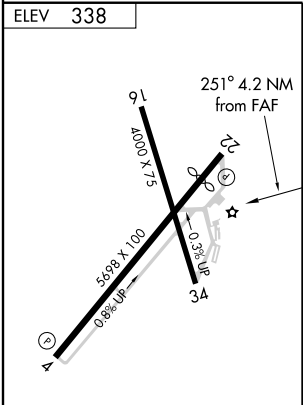
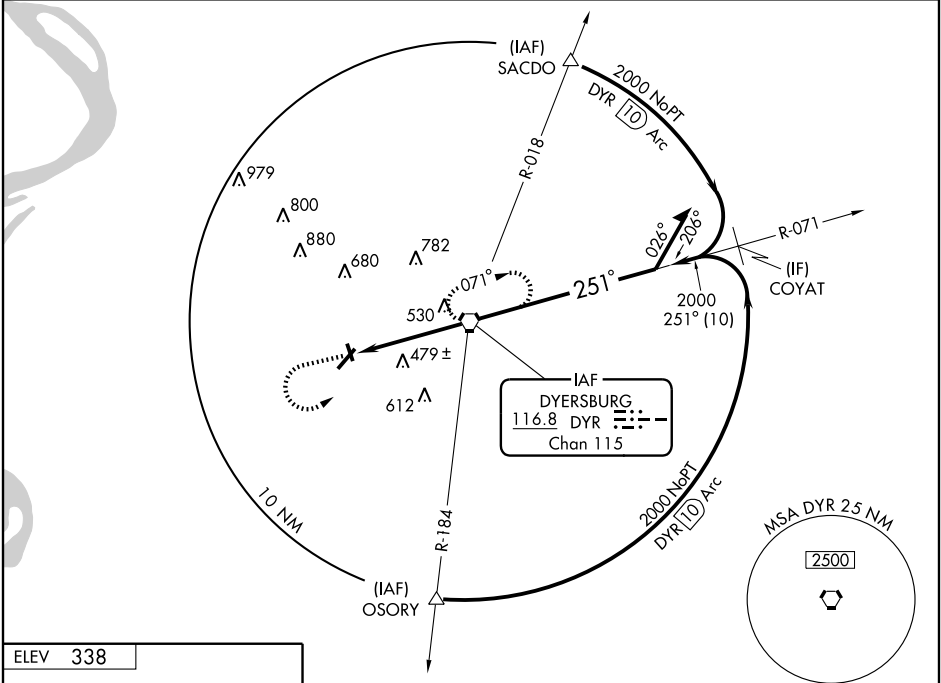
DYERSBURG RGNL (DYR)
RNAV (GPS) RWY 22

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338




VOR-A
DYERSBURG RGNL (DYR)

 If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.
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AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

2000 ↑		 DYR  <u>116.8</u>		VORTAC		Remain within 10 NM	
DYR (4.2)				071°		2000	
4.2 NM		4.2 NM		251°		2000	
CATEGORY	A	B	C	D			
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)			

SE-1, 26 AUG 2010 to 23 SEP 2010

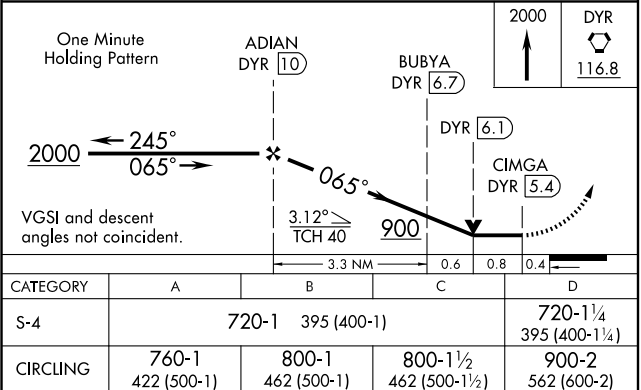
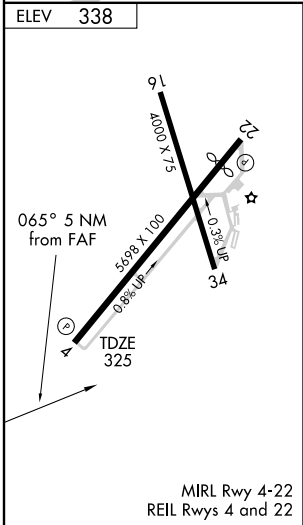
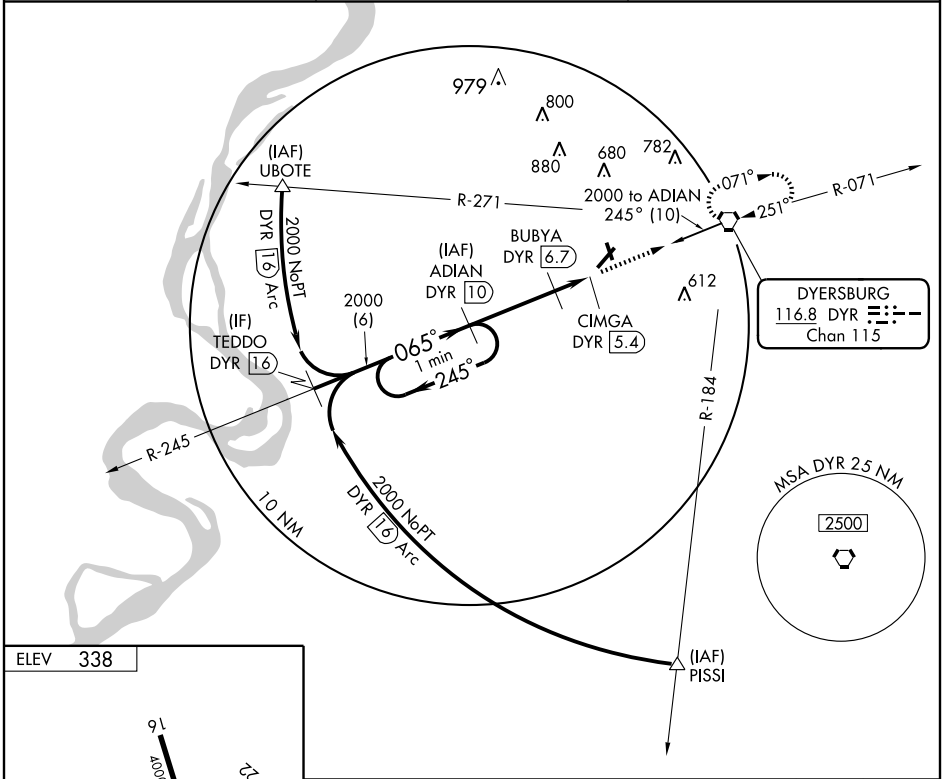
SE-1, 26 AUG 2010 to 23 SEP 2010

⚠

If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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DYERSBURG RGNL (DYR) 2 S UTC-6(-5DT) N35°59.88' W89°24.40'

338 B S4 FUEL 100LL, JET A NOTAM FILE DYR

RWY 04-22: H5698X100 (ASPH) S-55, D-80, 2S-102, 2D-140 MIRL 0.7% up NE

RWY 04: REIL. PAPI(P4L). Trees.

RWY 22: REIL. PAPI(P4L). Thld dsplcd 694'. Trees.

RWY 16-34: H4000X75 (ASPH) S-50, D-75, 2S-95, 2D-135

0.3% up NW

RWY 34: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. For svc after hrs phone 731-445-1126 or 731-286-0447. Rwy 04 REIL OTS indef. Rwy 22 REIL OTS indef.

WEATHER DATA SOURCES: AWOS-3 135.625 (731) 287-0300. HIWAS 116.8 DYR.

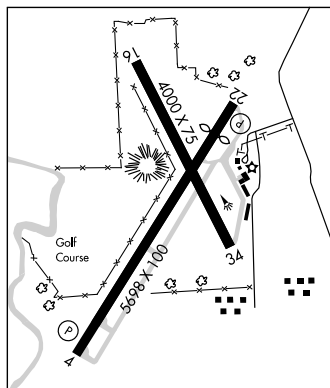
COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.45 122.2 (JACKSON RADIO)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 134.65**AIRSPACE:** CLASS E svc continuously.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

(L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 251° 4.5 NM to fld. 380/03E. HIWAS.



MEMPHIS

H-6J, L-16H

IAP

EAGLEVILLE**PUCKETT GLIDERPORT** (50M) 4 SE UTC-6(-5DT) N35°41.37' W86°36.90'

780 NOTAM FILE BNA

RWY 14-32: 2200X145 (TURF)

RWY 14: Thld dsplcd 600'. Trees. Rgt tfc. RWY 32: Trees.

AIRPORT REMARKS: Attended 1600Z±-SS. Gliderport-powered acft welcome. Military activity and maneuvers prohibited. Rwy 14-32 and dsplcd thld marked with 3' white cones.

COMMUNICATIONS: CTAF 122.9**COMM/NAV/WEATHER REMARKS:** Frequency 123.5 used for Glider Training

ATLANTA

ELIZABETHTON MUNI (ØA9) 3 NE UTC-5(-4DT) N36°22.27' W82°10.41'

1593 S4 FUEL 100LL, JET A OX 3 TPA-2593(1000) NOTAM FILE BNA

RWY 06-24: H4529X70 (ASPH) S-25 LIRL (NSTD) 0.8% up NE

RWY 06: SAVASI(S2L)-GA 3.75° TCH 36'. Thld dsplcd 97'. Trees. Rgt tfc.

RWY 24: Thld dsplcd 429'. Trees.

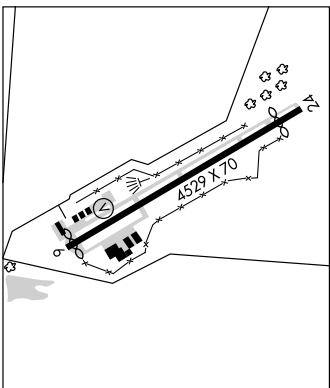
AIRPORT REMARKS: Attended Apr-Oct 1230-0230Z±, Nov-Mar 1230-0030Z±. High performance acft departing Rwy 24 are to maintain rwy heading until reaching 2,600' MSL. Repetitive tfc pattern ops by high performance acft is discouraged. 250' AGL crane ops intermittently 0.4 NM SW AER 06 and 250' E of centerline. Rwy 06-24 NSTD LIRL avbl by prior arrangement only; call 423-543-2801 or after hrs 423-795-5303.

WEATHER DATA SOURCES: AWOS-3 135.675 (423) 543-1801.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **TRI CITY APP/DEP CON** 134.425 128.67**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HNV Chan 93 N36°26.22'

W82°07.77' 212° 4.5 NM to fld. 4321/04W.

NDB (MHW) 275 EZT N36°18.96' W82°16.23' 057° 5.8 NM

to fld. VFR only.



CINCINNATI

L-25C

IAP

ELLINGTON (See LEWISBURG)**ELVIS** N35°03.69' W90°04.30' NOTAM FILE MEM.

NDB (MHW/LOM) 287 ME 102° 4.8 NM to Memphis Intl. NDB unusable byd 15 NM.

MEMPHIS

L-18G

EVERETT-STEWART RGNL (See UNION CITY)**FAYETTE CO** (See SOMERVILLE)

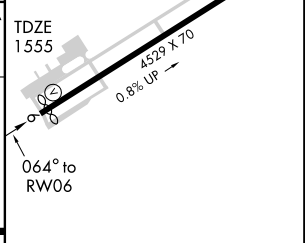
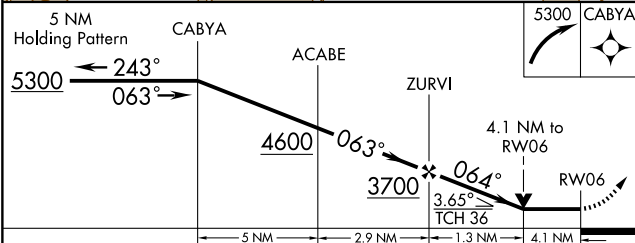
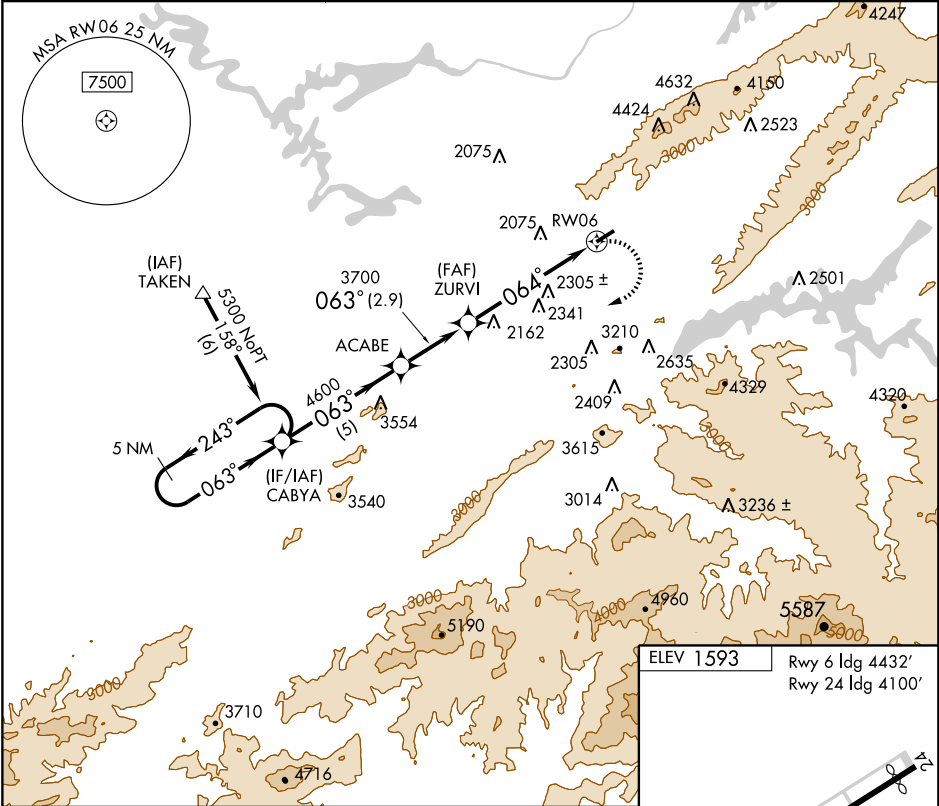
APP CRS 064°	Rwy Idg	4432
	TDZE	1555
	Apt Elev	1593

RNAV (GPS) RWY 6
ELIZABETHTON MUNI (ØA.9)

⚠ If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3 135.675	TRI CITY APP CON 134.425 349.0	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

LIRL Rwy 6-24

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

FAYETTEVILLE MUNI (FYM) 6 S UTC-6(-5DT) N35°03.58' W86°33.84'

984 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MKL

RWY 02-20: H5900X100 (ASPH) S-21, D-31 MIRL 0.4% up N

RWY 02: REIL. PAPI(P4L)—GA 3.75° TCH 31'. Thld dsplcd 400'.

Trees.

RWY 20: ODALS. REIL. PAPI(P4R). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1600-2200Z†, CLOSED Federal holidays. ACTIVATE MIRL Rwy 02-20 and ODALS Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.275 (931) 433-5916.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z‡)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z‡)

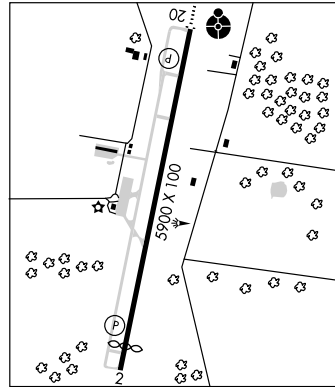
GCO 121.725 key 4 times (HUNTSVILLE CLNC), key 6 times (JACKSON FSS CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83' W86°38.03' 010° 16.1 NM to fld. 1199/02E.

KELSO NDB (MHW) 358 TNY N35°08.04' W86°32.52' 195° 4.6 NM to fld. NOTAM FILE MKL. NDB unmonitored 2300-1400Z†.

SDF 110.5 FYM Rwy 20. SDF unmonitored 2300-1400Z†.



ATLANTA

H-6K, 9A, L-16J

IAP

FORT CAMPBELL (See SABRE AHP)

FRANKLIN CO (See SEWANEE)

GAINESBORO

JACKSON CO (1A7) 3 NE UTC-6(-5DT) N36°23.84' W85°38.50'

515 NOTAM FILE BNA

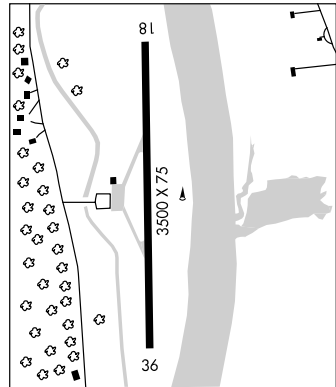
RWY 18-36: H3500X75 (ASPH) S-21, D-31

AIRPORT REMARKS: Unattended. High terrain all quadrants.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07' W85°10.00' 246° 25.6 NM to fld. 1020/02W.



ST LOUIS

L-25A

NDB TNY	APP CRS	Rwy Idg	5900
358	195°	TDZE	984
		Apt Elev	984

NDB RWY 20

FAYETTEVILLE MUNI (FYM)

▼

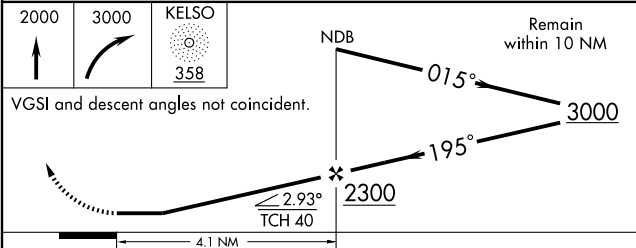
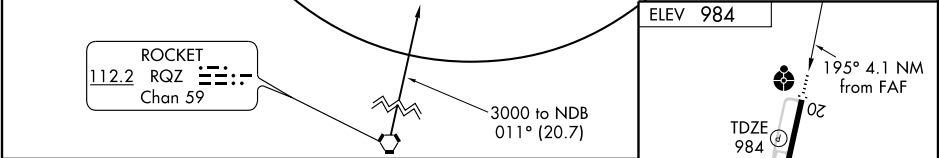
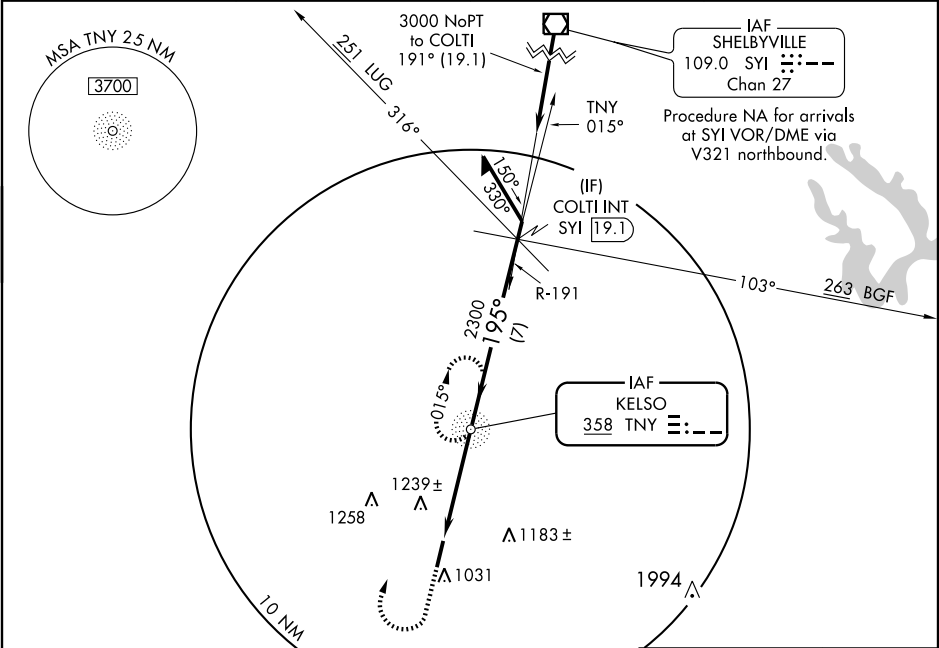
NA

When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

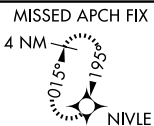
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF)
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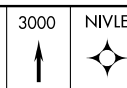
CATEGORY	A	B	C	D	MIRL Rwy 2-20 REIL Rwy's 2 and 20					
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)	FAF to MAP 4.1 NM					
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

RNAV (GPS) RWY 2
FAYETTEVILLE MUNI (FYM)

MISSED APPROACH:
Climb to 3000 direct
NIVLE and hold.

UNICOM
122.8 (CTAF) **L**

MIRL Rwy 2-20 **L**
REIL Rwys 2 and 20



WAAS CH 65717 W20A	APP CRS 195°	Rwy Idg 5900 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 20

FAYETTEVILLE MUNI (FYM)

V
Δ NA

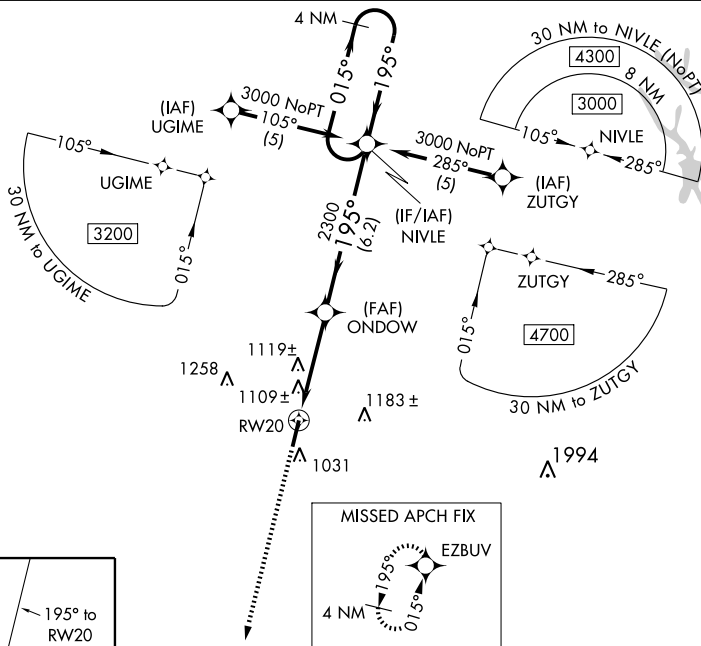
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats and LNAV Cat C and D visibility ½ mile, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Huntsville altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville altimeter setting.

ODALS



MISSED APPROACH:
Climb to 3000 direct
EZBUD and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) ①
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The diagram shows a road network. A main road runs vertically from bottom to top. At its base, there is a junction labeled '2'. To the left of the main road, near the bottom, is a small area containing a star symbol and some buildings. Further up the main road, there is a junction where a side road branches off to the right. This side road is labeled 'TDZE 984' and ends at a circular feature. The main road segment between the bottom junction and the side road junction is labeled '5900 X 100'. Below this segment, there is a label '0.4%' next to a small circle. Above the side road junction, the main road continues upwards, labeled '02'. At the very top of the main road, there is another circular feature. An arrow points from the top right towards the main road, labeled '195° to RW20'.

MIRL Rwy 2-20 **L**
REIL Rwy 2 and 20

3000	EZBUV	VGS1 and RNAV glidepath not coincident.		NIVLE	4 NM Holding Pattern
↑	✦				
* LNAV only.		* 1.2 NM to RW20	2300	195°	015° → 3000
			2300		← 195°
					GS 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	1260-1 276 (300-1)				
LNAV/ VNAV DA	1448-1¾ 464 (500-1¾)				
LNAV MDA	1380-¾ 396 (400-¾)				1380-1¼ 396 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)	

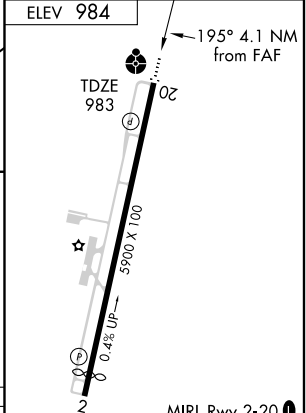
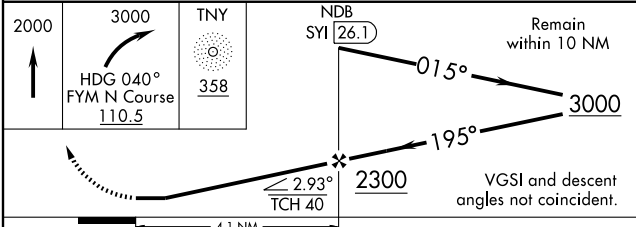
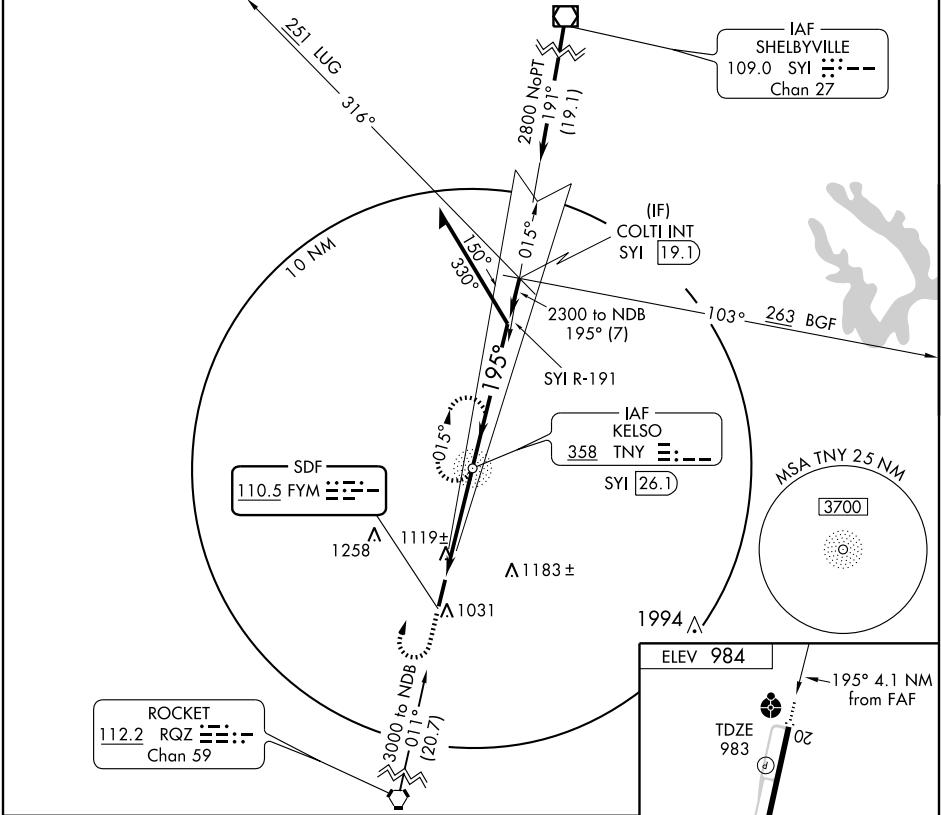
RNAV (GPS) RWY 20

SDF FYM 110.5	APP CRS 195°	Rwy Idg 5900
	TDZE 983	
	Apt Elev 984	

SDF RWY 20
FAYETTEVILLE MUNI (FYM)

<p>▼ If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.</p> <p>▲ NA Visibility reduction by helicopters NA. ADF or DME REQUIRED.</p>	<p>ODALS</p> <p>☼ ⋮</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.</p>
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AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	2 MRL Rwy 2-20 REIL Rwy's 2 and 20					
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-¼)	FAF to MAP 4.1 NM					
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-½)	1540-2 556 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1, 26 AUG 2010 to 23 SEP 2010

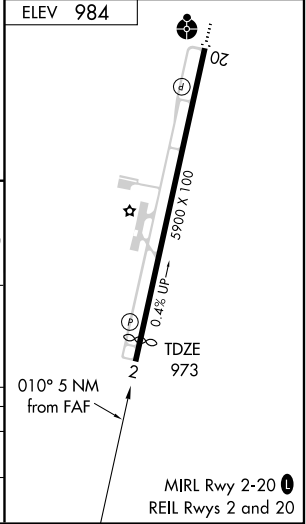
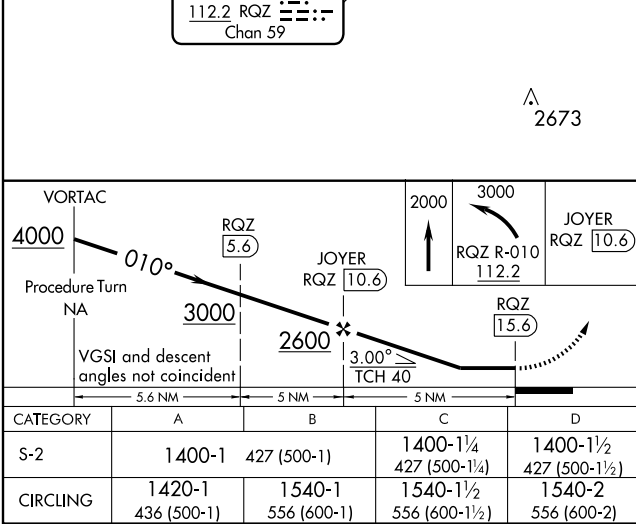
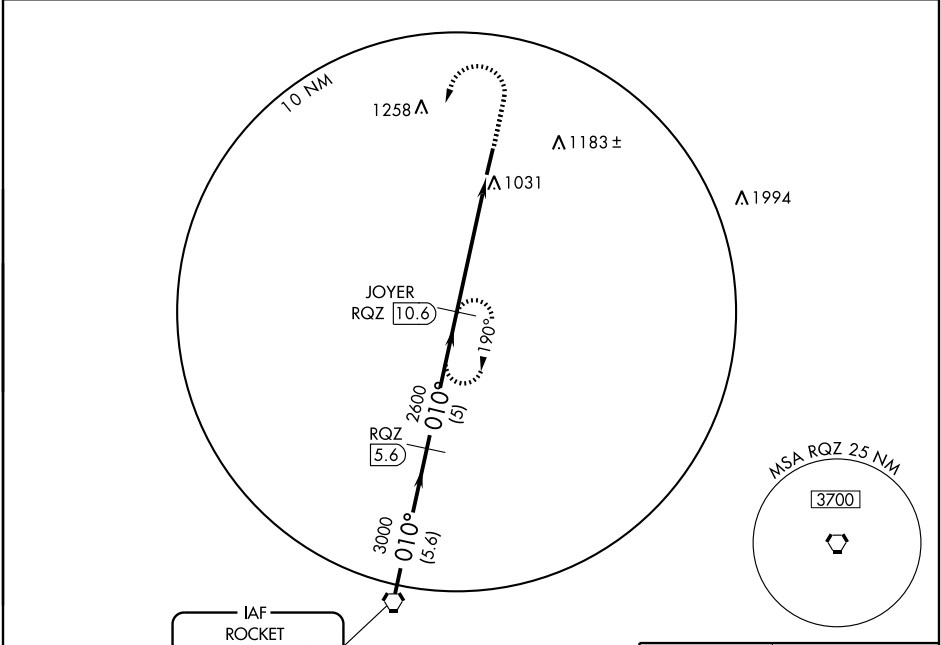
SE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC RQZ	APP CRS	Rwy Idg	5500
112.2	010°	TDZE	973
Chan 59		Apt Elev	984

VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

<p>▼ NA</p> <p>If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.</p>
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AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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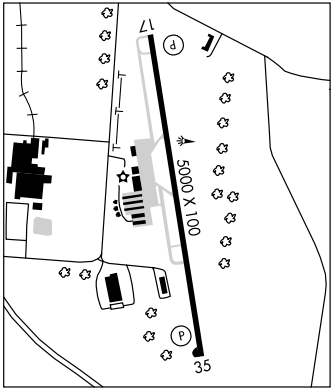
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

GALLATIN

SUMNER CO RGNL (M33) 2 E UTC-6(-5DT) N36°22.61' W86°24.53'
583 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BNA
RWY 17-35: H5000X100 (ASPH) S-16, D-26 MIRL 0.8% up N
RWY 17: REIL. PAPI(P4L). Trees.
RWY 35: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended Oct-Mar 1230-0100Z†, Apr-Sep
1230-0200Z†. ACTIVATE MIRL Rwy 17-35-CTAF.
WEATHER DATA SOURCES: AWOS-3 132.725 (615) 230-8005.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ NASHVILLE APP/DEP CON 118.4
GCO 135.075 (NASHVILLE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'
W86°41.09' 045° 19.7 NM to fld. 570/02W.

ST LOUIS
H-6K, 9A, L-16J
IAP



GATLINBURG-PIGEON FORGE (See SEVIERVILLE)

GENERAL DEWITT SPAIN (See MEMPHIS)

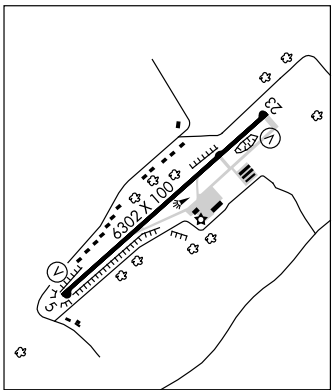
GIBSON CO (See TRENTON)

GRAHAM N35°50.04' W87°27.11' NOTAM FILE MKL.
(L) VORTAC 111.6 GHM Chan 53 at Centerville Muni. 770/03E.
RCO 122.1R 111.6T (JACKSON RADIO)
RCO 122.25 (JACKSON RADIO)

ATLANTA
L-16I

GREENEVILLE-GREENE CO MUNI (GCV) 2 N UTC-5(-4DT) N36°11.58' W82°48.91'
1608 B S2 FUEL 100LL, JET A OX 2, 4 NOTAM FILE BNA
RWY 05-23: H6302X100 (ASPH) S-22, D-35 MIRL 0.6% up NE
RWY 05: REIL. VASI(V2L)-GA 3.5° TCH 28'. Trees.
RWY 23: REIL. VASI(V2L)-GA 4.0° TCH 31'. Rgt tfc.
AIRPORT REMARKS: Attended 1230-0000Z†. For svc other hrs call
423-636-8717. PAEW adjacent rwy and twy. Rwy 23 designated
calm wind rwy.
WEATHER DATA SOURCES: AWOS-3 128.425 (423) 639-5081.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)
Ⓡ ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.
SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'
W83°03.14' 030° 26.8 NM to fld. 4239/04W.
DULANEY NDB (MHW) 263 DYQ N36°08.15' W82°53.42'
051° 5 NM to fld. NOTAM FILE BNA. Unmonitored
2300-1300Z†.
ILS 108.5 I-GCV Rwy 05. (Loc only) Unmonitored
0100-1300Z†.

CINCINNATI
H-9B, 12G, L-25C
IAP

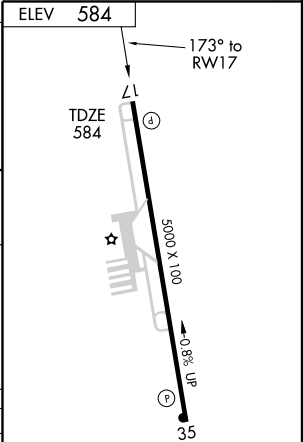
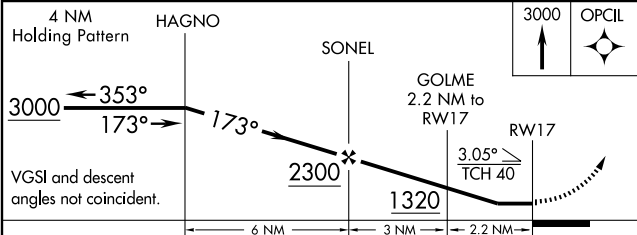
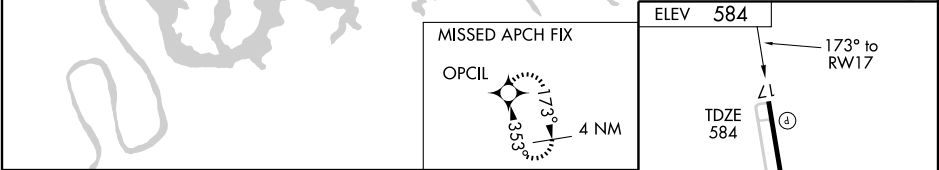
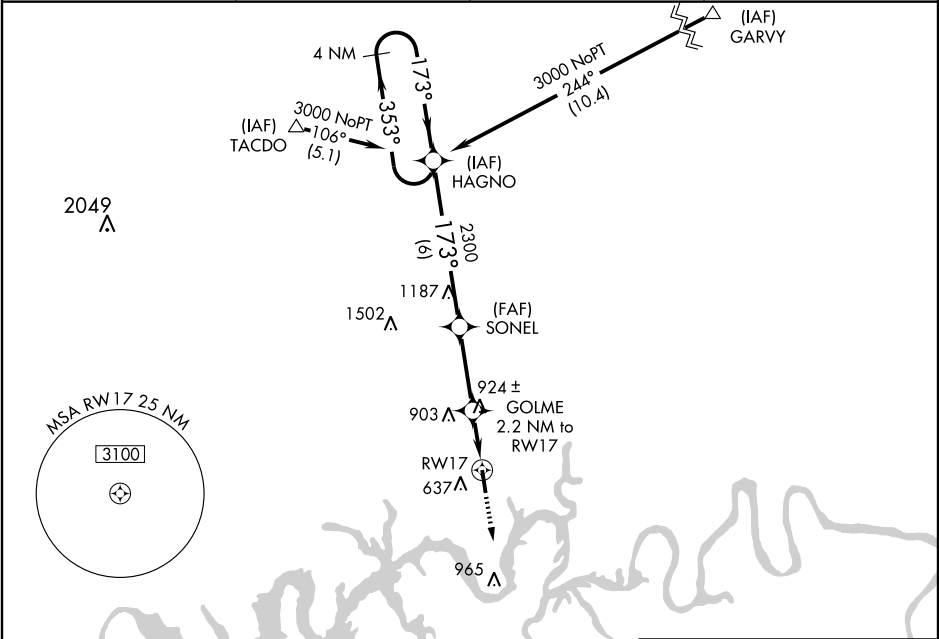


APP CRS	Rwy Idg	5000
173°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 17
GALLATIN/ SUMNER COUNTY RGNL (M33)

<p>▼ NA</p> <p>If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct OPCIL WP and hold.</p>
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AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 0
REIL Rwy 17 and 35

SE-1, 26 AUG 2010 to 23 SEP 2010

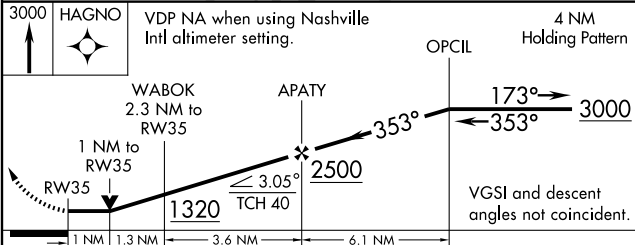
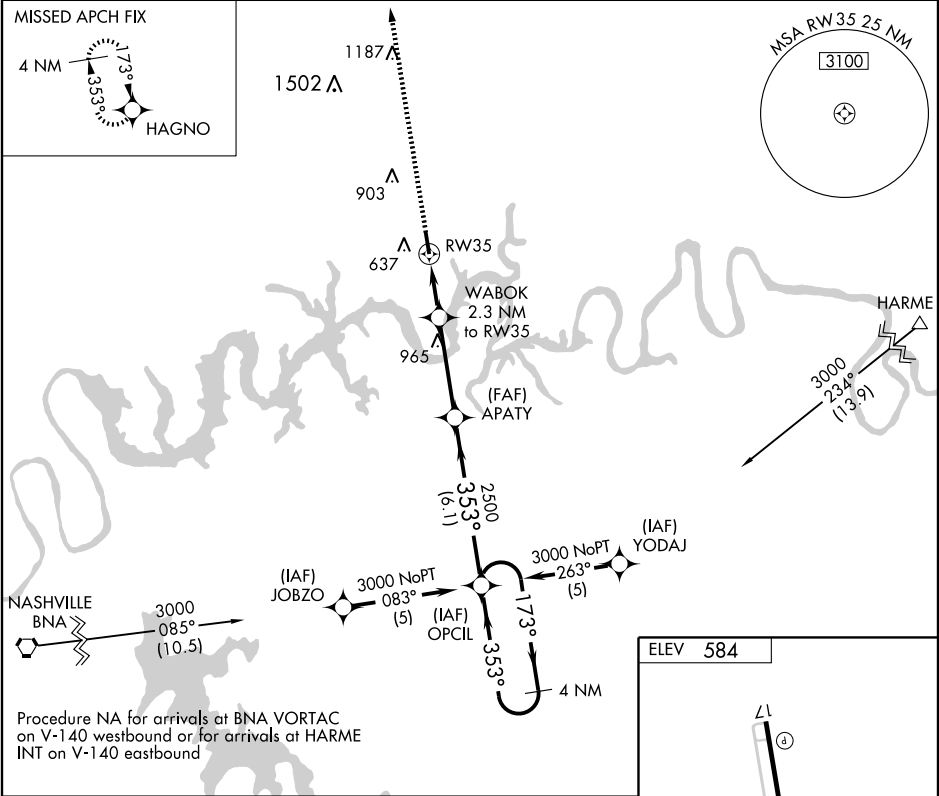
SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
353°	TDZE	565
	Apt Elev	584

RNAV (GPS) RWY 35
GALLATIN/SUMNER COUNTY RGNL (M33)

<p>▼ ▲ NA</p>	If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.
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AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	940-1	375 (400-1)	940-1 1/4	375 (400-1 1/4)
CIRCLING	1140-1	556 (600-1)	1140-1 1/2	1240-2
			556 (600-1 1/2)	656 (700-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

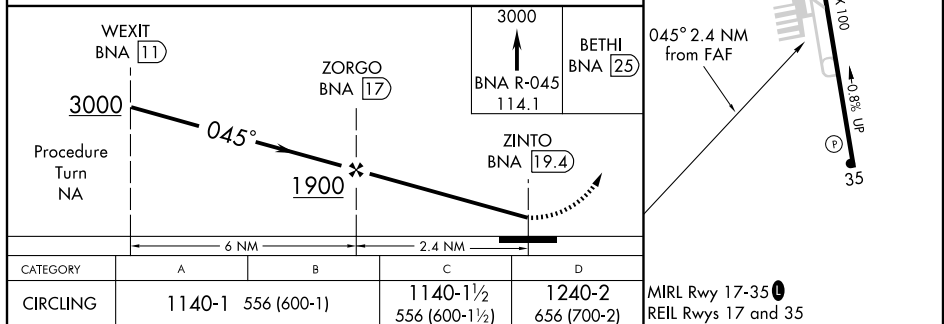
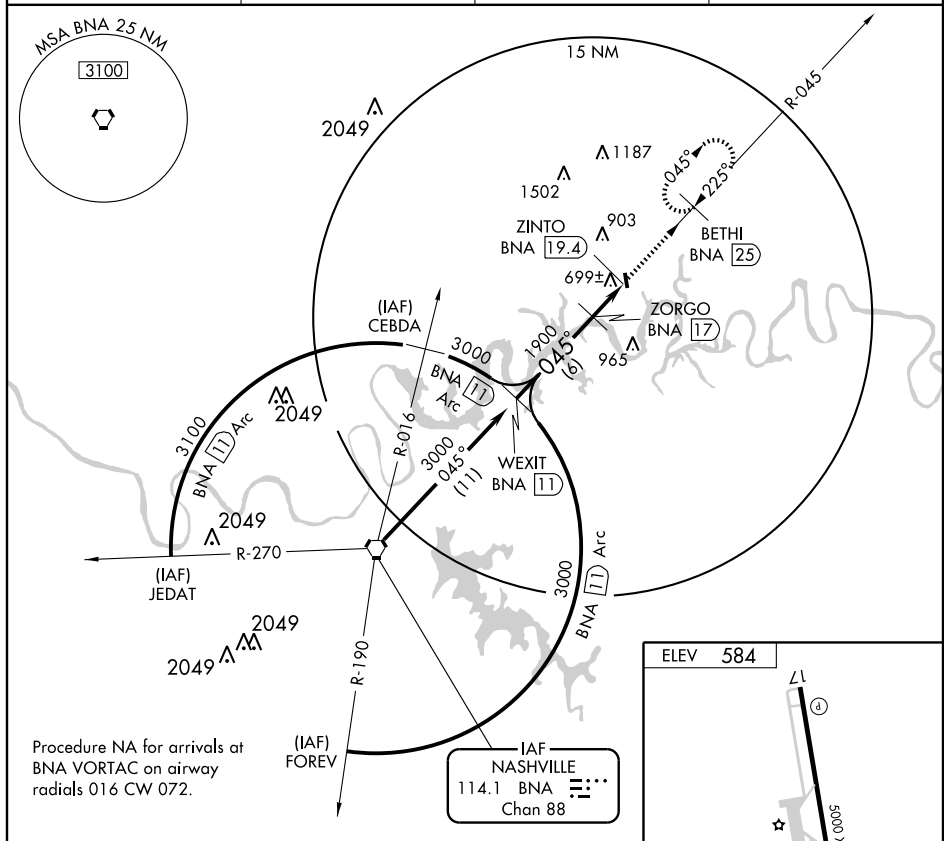
SE-1, 26 AUG 2010 to 23 SEP 2010

AL-5646 (FAA)

VOR/DME-A
GALLATIN/ SUMNER COUNTY RGNL (M33)

MISSED APPROACH: Climb to 3000 via BNA VORTAC
045° radial to BETHI/ 25 DME and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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36° 23' N-86° 25' W

GALLATIN/ SUMNER COUNTY RGNL (M33)
VOR/DME-A

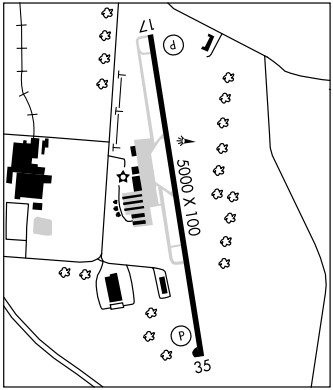
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

GALLATIN

SUMNER CO RGNL (M33) 2 E UTC-6(-5DT) N36°22.61' W86°24.53'
583 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BNA
RWY 17-35: H5000X100 (ASPH) S-16, D-26 MIRL 0.8% up N
RWY 17: REIL. PAPI(P4L). Trees.
RWY 35: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended Oct-Mar 1230-0100Z†, Apr-Sep
1230-0200Z†. ACTIVATE MIRL Rwy 17-35-CTAF.
WEATHER DATA SOURCES: AWOS-3 132.725 (615) 230-8005.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ NASHVILLE APP/DEP CON 118.4
GCO 135.075 (NASHVILLE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'
W86°41.09' 045° 19.7 NM to fld. 570/02W.

ST LOUIS
H-6K, 9A, L-16J
IAP



GATLINBURG-PIGEON FORGE (See SEVIERVILLE)

GENERAL DEWITT SPAIN (See MEMPHIS)

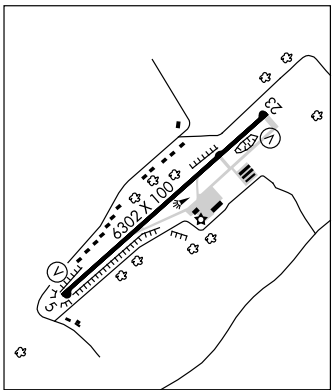
GIBSON CO (See TRENTON)

GRAHAM N35°50.04' W87°27.11' NOTAM FILE MKL.
(L) VORTAC 111.6 GHM Chan 53 at Centerville Muni. 770/03E.
RCO 122.1R 111.6T (JACKSON RADIO)
RCO 122.25 (JACKSON RADIO)

ATLANTA
L-16I

GREENEVILLE-GREENE CO MUNI (GCV) 2 N UTC-5(-4DT) N36°11.58' W82°48.91'
1608 B S2 FUEL 100LL, JET A OX 2, 4 NOTAM FILE BNA
RWY 05-23: H6302X100 (ASPH) S-22, D-35 MIRL 0.6% up NE
RWY 05: REIL. VASI(V2L)-GA 3.5° TCH 28'. Trees.
RWY 23: REIL. VASI(V2L)-GA 4.0° TCH 31'. Rgt tfc.
AIRPORT REMARKS: Attended 1230-0000Z†. For svc other hrs call
423-636-8717. PAEW adjacent rwy and twy. Rwy 23 designated
calm wind rwy.
WEATHER DATA SOURCES: AWOS-3 128.425 (423) 639-5081.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)
Ⓡ ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.
SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'
W83°03.14' 030° 26.8 NM to fld. 4239/04W.
DULANEY NDB (MHW) 263 DYQ N36°08.15' W82°53.42'
051° 5 NM to fld. NOTAM FILE BNA. Unmonitored
2300-1300Z†.
ILS 108.5 I-GCV Rwy 05. (Loc only) Unmonitored
0100-1300Z†.

CINCINNATI
H-9B, 12G, L-25C
IAP



LOC I-GCY	APP CRS	Rwy Idg	6302
108.5	051°	TDZE	1604
		Apt Elev	1608

LOC RWY 5
GREENEVILLE-GREENE COUNTY MUNI (GCY)

T
A NA

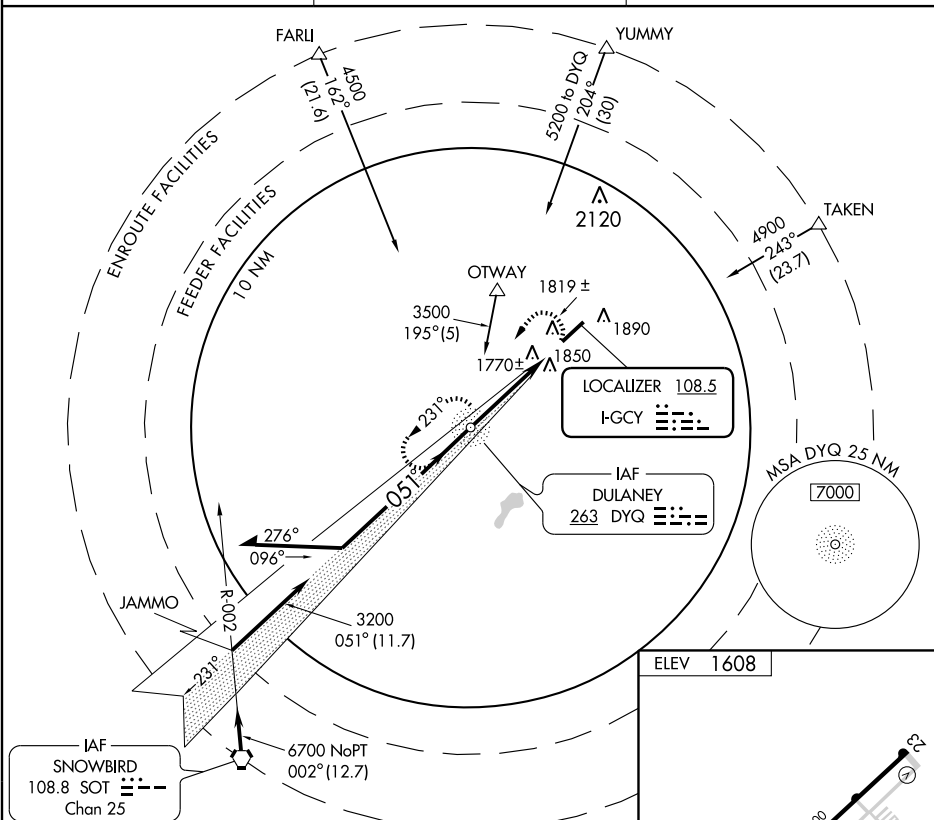
If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.
ADE REQUIRED

MISSED APPROACH: Climbing left turn to 3500 direct DYQ
NDB and hold.

AWOS-3
128.425

TRI-CITY APP CON★
119.25 317.5

UNICOM
122.7 (CTAF)



Remain
within 10 NM

NDB

350

 -0.51°

00

← 4.5 NM →

3500

DYQ

TDZE
1604

1004

5

051° 4.5 NM

¹⁸⁴⁸

MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D	REIL Rlys 5 and 23					
S-5	2020-1	416 (500-1)	2020-1½	416 (500-1½)	FAF to MAP 4.5 NM					
CIRCLING	2260-1	652 (700-1)	2260-1¾	2260-2	Knots	60	90	120	150	180
			652 (700-1¾)	652 (700-2)	Min:Sec	4:30	3:00	2:15	1:48	1:30

NDB DYQ	APP CRS	Rwy Idg	6302
263	051°	TDZE	1604
		Apt Elev	1608

NDB or GPS RWY 5

GREENEVILLE-GREENE COUNTY MUNI (GCY)

NA

If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3 128.425	TRI-CITY APP CON★ 119.25 317.5	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-5	2160-1	556 (600-1)	2160-1½ 556 (600-1½)	2160-1¾ 556 (600-1¾)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM	Knots	60	90	120	150	180
	Min:Sec	4:30	3:00	2:15	1:48	1:30

GREENEVILLE, TENNESSEE
Amdt 4 07298

GREENEVILLE-GREENE COUNTY MUNI (GCY)
36° 12'N-82° 49'W

NDB or GPS RWY 5

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

HALLS

ARNOLD FLD (M31) 2 NW UTC-6(-5DT) N35°54.20' W89°23.84'

292 S8 FUEL 100LL NOTAM FILE MKL

RWY 18-36: H4700X75 (CONC)

RWY 18: Tree. Rgt tfc.

RWY 36: Antenna.

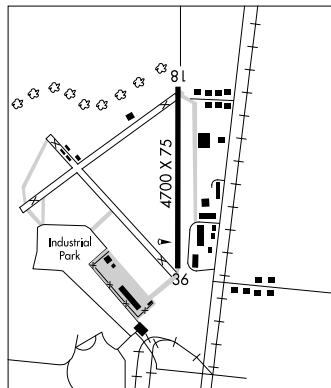
AIRPORT REMARKS: Attended irregularly. Waterfowl refuge ¼ NM east of arpt. Fence north end of rwy beyond overrun and CLOSED rws to isolate vehicle traffic from Rwy 18-36. There may be vehicle tfc on abandoned rwy system.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 206° 7.9 NM to fld. 380/03E. **HIWAS.**



MEMPHIS

L-16H

HARDEMAN N35°12.86' W89°02.53' NOTAM FILE MKL.

NDB (MHW) 404 BAV at William L. Whitehurst Fld. NDB unmonitored 2300-1500Z±.

NDB unusable byd 20 NM.

ATLANTA

L-16H

HARDWICK FLD (See CLEVELAND)

HASSEL FLD (See CLIFTON)

HAWKINS CO (See ROGERSVILLE)

HENRY CO (See PARIS)

HINCH MOUNTAIN N35°46.86' W84°58.71' NOTAM FILE CSV.

(L) **VORTAC** 117.6 HCH Chan 123 335° 11.5 NM to Crossville Memorial-Whitson Fld.
3040/02W. **HIWAS.**

RCO 122.1R 117.6T (NASHVILLE RADIO)

ATLANTA

H-9A, L-25A

HOHENWALD N35°27.75' W87°37.82' NOTAM FILE MKL.

NDB (MHW) 257 JHG at John A Baker Fld. Unmonitored. (NDB unusable byd 16 NM)

ATLANTA

L-16I

HOHENWALD

JOHN A BAKER FLD (ØM3) 2 W UTC-6(-5DT) N35°32.76' W87°35.84'

972 B FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4000X75 (ASPH) S-8, D-12 MIRL 0.5% up N

RWY 02: PAPI(P2L)—GA 3.00° TCH 40'. Trees.

RWY 20: PAPI(P2L)—GA 3.00° TCH 40'. Thld displcd 500'. Trees.

AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs. ACTIVATE MIRL Rwy 02-20—CTAF. PAPI Rwy 02 and Rwy 20 on continuous.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 125.85

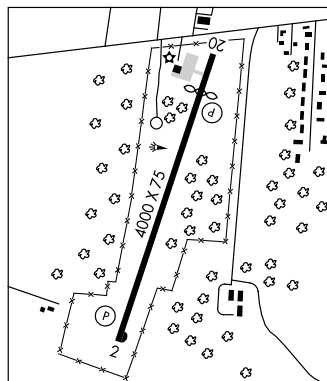
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 199° 18.7 NM to fld. 770/03E.

HOHENWALD NDB (MHW) 257 JHG N35°27.75' W87°37.82'

019° 5.3 NM to fld. Unmonitored. (NDB unusable byd 16 NM)



ATLANTA

L-16I

IAP

HOHENWALD, TENNESSEE

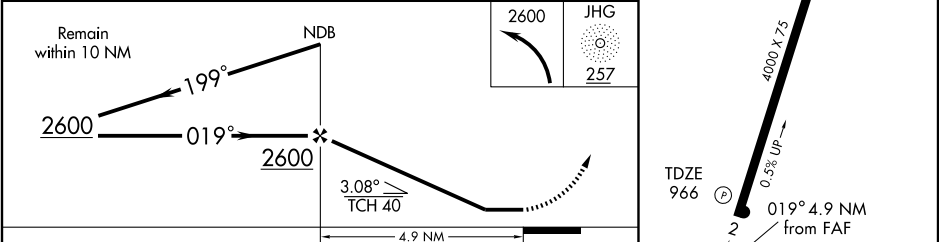
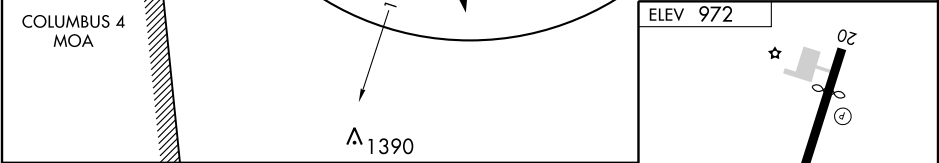
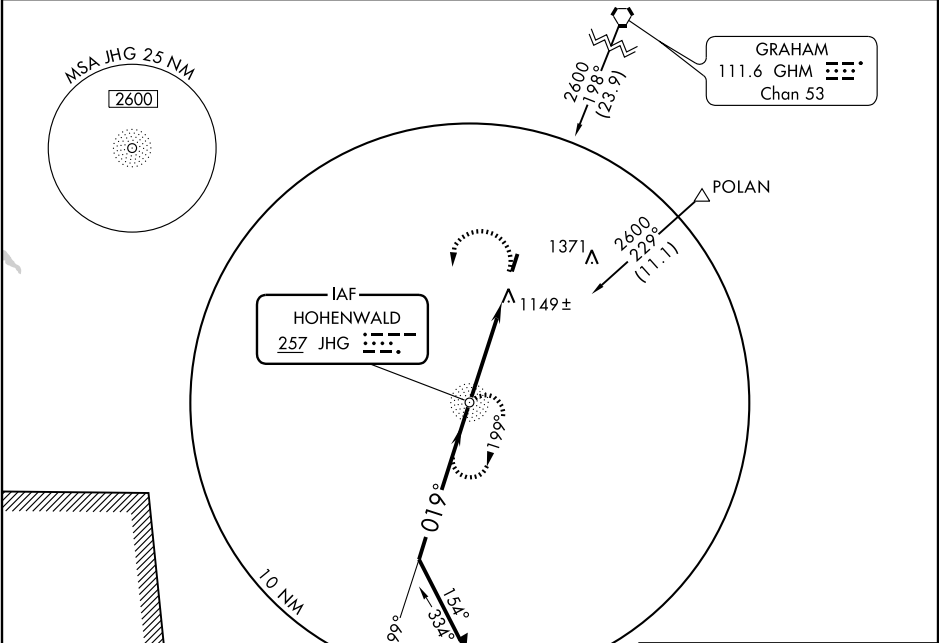
AL-9338 (FAA)

NDB JHG 257	APP CRS 019°	Rwy Idg TDZE Apt Elev	4000 966 972
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NDB RWY 2
HOHENWALD/JOHN A BAKER FIELD (0M3)

Use Lawrenceburg-Lawrence County altimeter setting.	MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.
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LAWRENCEBURG AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

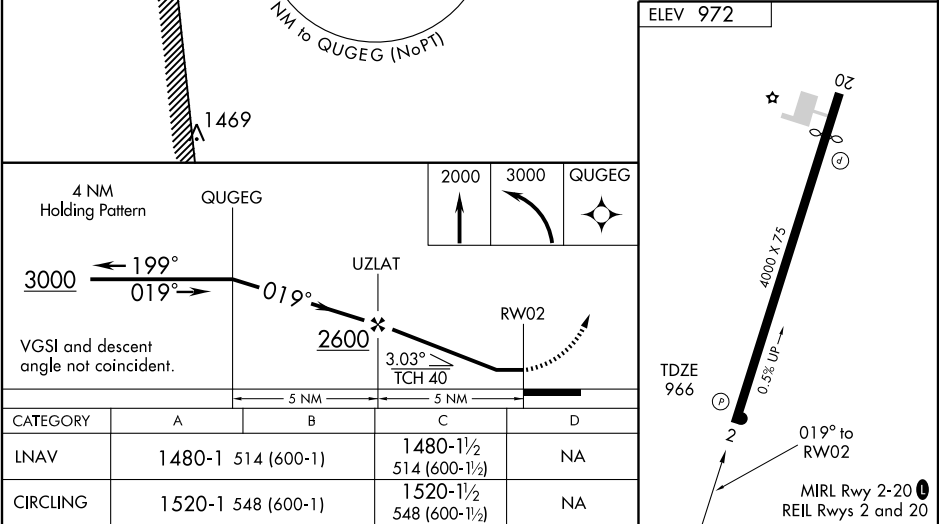
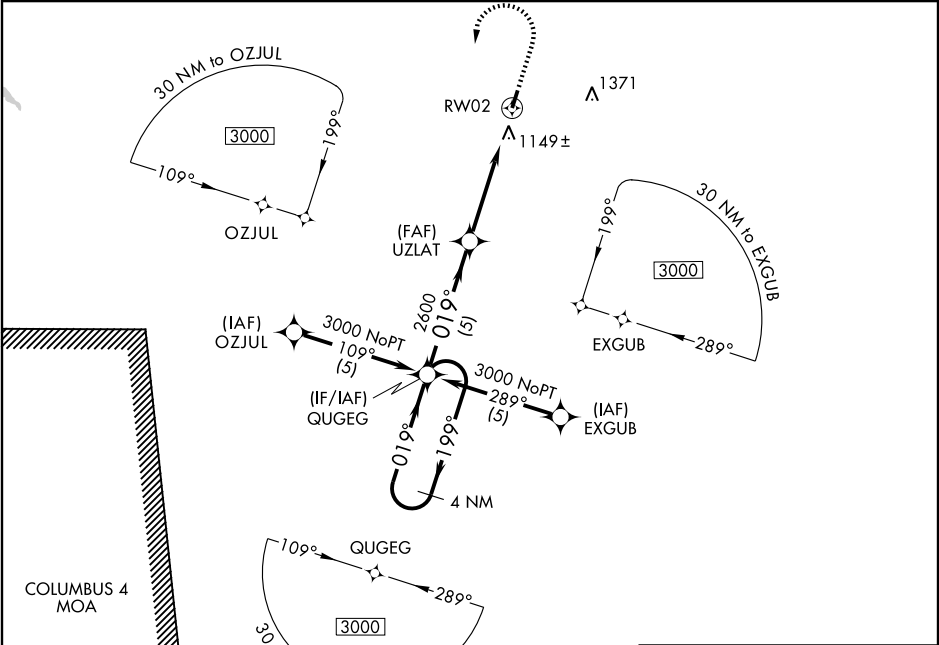
▼

NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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HOLSTON MOUNTAIN N36°26.22' W82°07.77' NOTAM FILE BNA.
(L) VORTAC 114.6 HMV Chan 93 284° 13.6 NM to Tri-Cities Rgnl TN/VA. 4321/04W.
RCO 122.1R 114.6T (NASHVILLE RADIO)

CINCINNATI
H-9B, L-25C

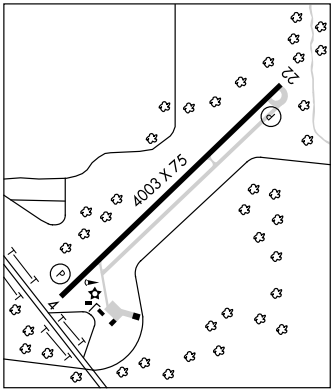
HOUSTON CO (See McKINNON)

HUCHN N35°59.28' W85°35.17' NOTAM FILE BNA.
NDB (MHW) 233 HEM 036° 4.9 NM to Upper Cumberland Rgnl. NDB unmonitored 0100-1300Z†.

ATLANTA
L-25A

HUMBOLDT MUNI (M53) 3 SE UTC-6(-5DT) N35°48.13' W88°52.50'
421 B S4 FUEL 100LL NOTAM FILE MKL
RWY 04-22: H4003X75 (ASPH) S-16, D-26 MIRL 0.4% up NE
RWY 04: REIL. PAPI(P2L). Trees.
RWY 22: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended dalgt hrs. Agricultural acft ops on and
involf arpt. Rwy 04-22 15-30' trees west of rwy violate transition
slope. Twy lgts very low ints. Rwy 04-22 lgts OTS-preset at step
1.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'
W89°19.06' 118° 25.2 NM to fld. 380/03E. HIWAS.

MEMPHIS
L-16H
IAP



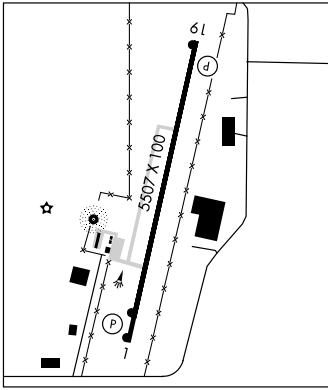
HUMPHREYS CO (See WAVERLY)

HUNTINGDON N36°05.31' W88°28.01' NOTAM FILE MKL.
NDB (MHW) 217 HZD at Carrol Co.

ST LOUIS
L-16I

HUNTINGDON CARROLL CO (HZD) 4 NW UTC-6(-5) N36°05.36' W88°27.80'
497 B S4 FUEL 100LL, JET A NOTAM FILE MKL Not insp.
RWY 01-19: H5507X100 (ASPH) S-25, D-37 MIRL
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Road.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.
AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun
1900-2300Z†. For svc after hrs call 731-352-7278. MIRL Rwy
01-19 preset med ints, to increase ints and ACTIVATE REIL Rwy
01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS-3 133.275 (731) 352-2854.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 134.65.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 348° 29.8 NM to fld. 630/02E.
HUNTINGDON NDB (MHW) 217 HZD N36°05.31' W88°28.01'
at fld.

ST LOUIS
H-6J, L-16I
IAP



HURRICANE N35°59.04' W85°48.49' NOTAM FILE BNA.
NDB (MHW) 256 SKN at Smithville Muni.

ATLANTA
L-25A

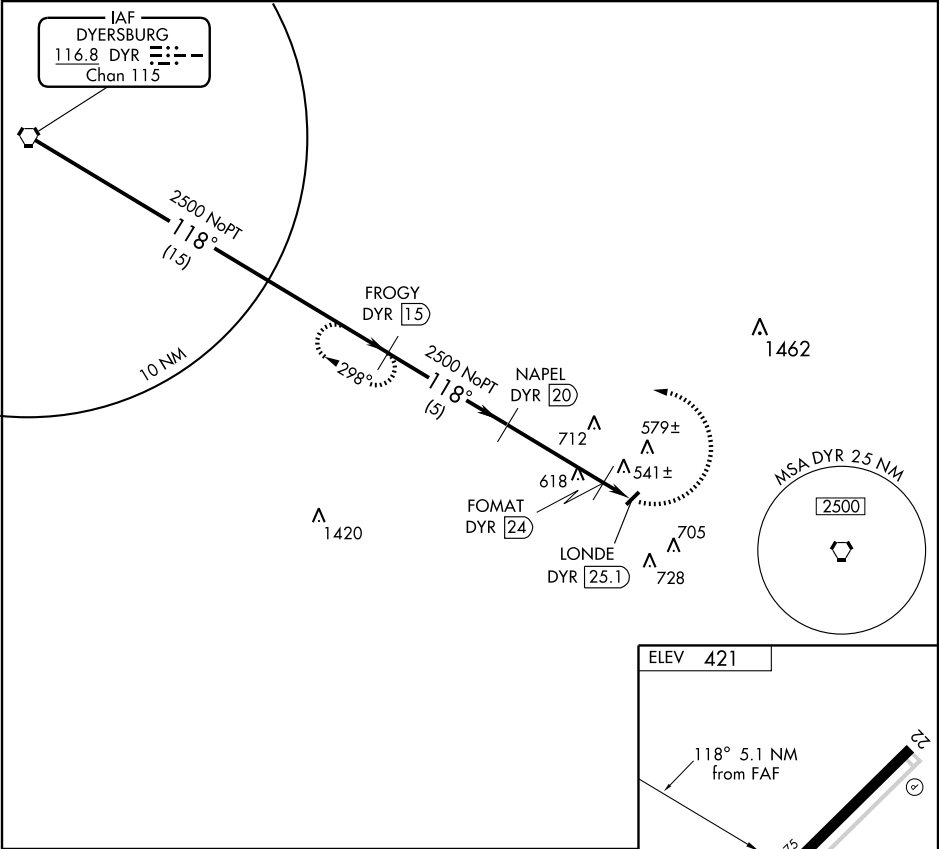
JACKSBORO N36°20.27' W84°09.66' NOTAM FILE BNA.
NDB (MHW) 204 JAU at Campbell Co. Unmonitored exc Mon-Sat. 1900-0300Z†. SHUTDOWN.

CINCINNATI
L-25B

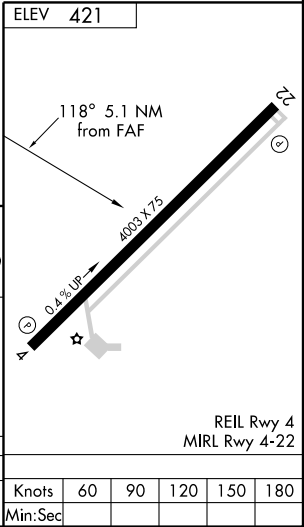
VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	118°	TDZE	N/A
Chan 115		Apt Elev	421

VOR/DME-A
HUMBOLDT MUNI (M53)

<div><div>▼</div><div>NA</div></div> <div>Use Jackson altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.
MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)



	VORTAC	FROGY DYM 15	NAPEL DYM 20	2500 DYM R-118 116.8	FROGY DYM 15
Procedure Turn NA	2500	2500	2500	1060	
	15 NM	5 NM	4 NM	1.1	
CATEGORY	A	B	C	D	
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)	



HOLSTON MOUNTAIN N36°26.22' W82°07.77' NOTAM FILE BNA.
(L) VORTAC 114.6 HMV Chan 93 284° 13.6 NM to Tri-Cities Rgnl TN/VA. 4321/04W.
RCO 122.1R 114.6T (NASHVILLE RADIO)

CINCINNATI
H-9B, L-25C

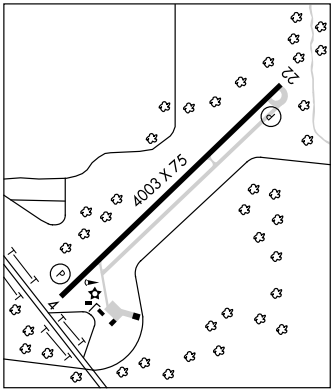
HOUSTON CO (See McKINNON)

HUCHN N35°59.28' W85°35.17' NOTAM FILE BNA.
NDB (MHW) 233 HEM 036° 4.9 NM to Upper Cumberland Rgnl. NDB unmonitored 0100-1300Z†.

ATLANTA
L-25A

HUMBOLDT MUNI (M53) 3 SE UTC-6(-5DT) N35°48.13' W88°52.50'
421 B S4 FUEL 100LL NOTAM FILE MKL
RWY 04-22: H4003X75 (ASPH) S-16, D-26 MIRL 0.4% up NE
RWY 04: REIL. PAPI(P2L). Trees.
RWY 22: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended dalgt hrs. Agricultural acft ops on and
involf arpt. Rwy 04-22 15-30' trees west of rwy violate transition
slope. Twy lgts very low ints. Rwy 04-22 lgts OTS-preset at step
1.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'
W89°19.06' 118° 25.2 NM to fld. 380/03E. HIWAS.

MEMPHIS
L-16H
IAP



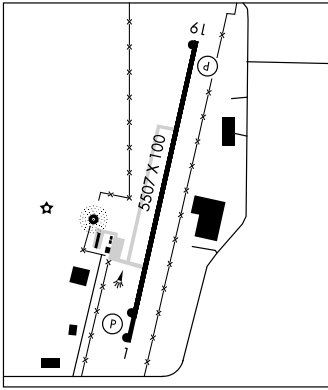
HUMPHREYS CO (See WAVERLY)

HUNTINGDON N36°05.31' W88°28.01' NOTAM FILE MKL.
NDB (MHW) 217 HZD at Carrol Co.

ST LOUIS
L-16I

HUNTINGDON CARROLL CO (HZD) 4 NW UTC-6(-5) N36°05.36' W88°27.80'
497 B S4 FUEL 100LL, JET A NOTAM FILE MKL Not insp.
RWY 01-19: H5507X100 (ASPH) S-25, D-37 MIRL
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Road.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.
AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun
1900-2300Z†. For svc after hrs call 731-352-7278. MIRL Rwy
01-19 preset med ints, to increase ints and ACTIVATE REIL Rwy
01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS-3 133.275 (731) 352-2854.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 134.65.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 348° 29.8 NM to fld. 630/02E.
HUNTINGDON NDB (MHW) 217 HZD N36°05.31' W88°28.01'
at fld.

ST LOUIS
H-6J, L-16I
IAP



HURRICANE N35°59.04' W85°48.49' NOTAM FILE BNA.
NDB (MHW) 256 SKN at Smithville Muni.

ATLANTA
L-25A

JACKSBORO N36°20.27' W84°09.66' NOTAM FILE BNA.
NDB (MHW) 204 JAU at Campbell Co. Unmonitored exc Mon-Sat. 1900-0300Z†. SHUTDOWN.

CINCINNATI
L-25B

HUNTINGDON, TENNESSEE

AL-6931 (FAA)

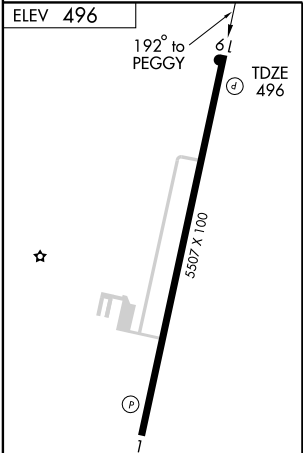
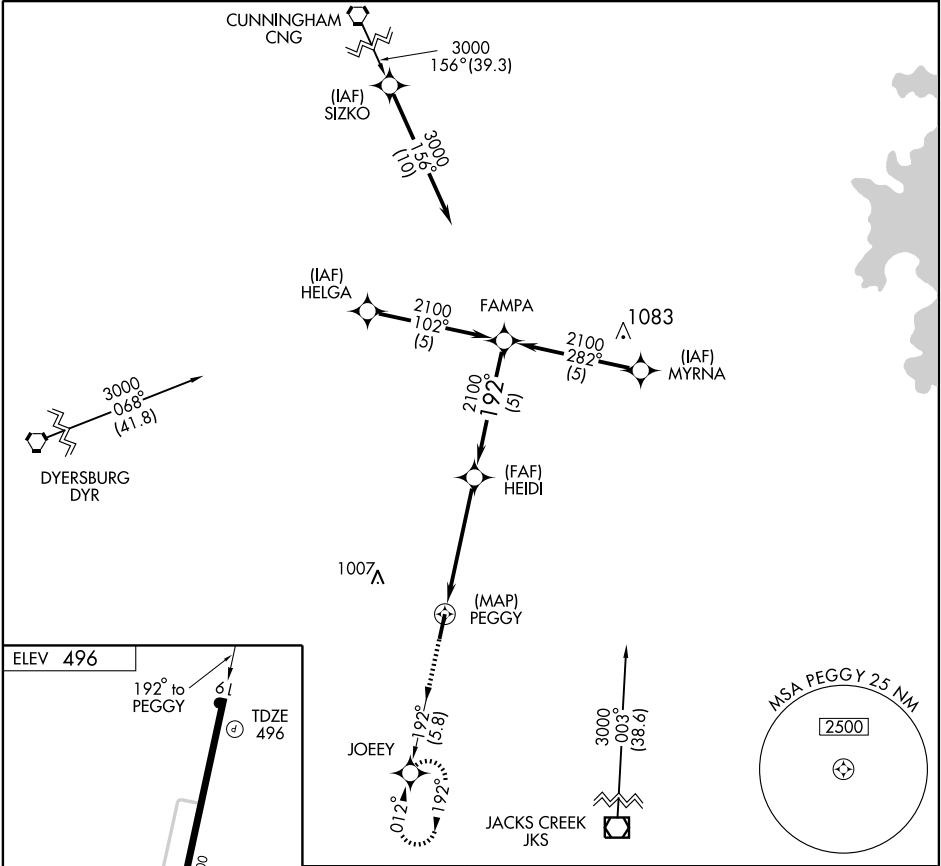
APP CRS	Rwy Idg	5507
192°	TDZE	496
	Apt Elev	496

GPS RWY 19

HUNTINGDON/CARROLL COUNTY (HZD)

▽ △ NA	If local altimeter setting not received, use Jackson, TN altimeter setting and increase all MDAs 100 feet.	MISSED APPROACH: Climb to 2000 via 192° course to JOEY WP and hold.
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AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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<div>2000 ↑ CRS 192°</div>		<div>JOEY ✦</div>		<div>HEIDI ✕</div>		<div>FAMPA</div>	
		<div>PEGGY</div>		<div>2100</div>		<div>2100</div>	
		<div>5 NM</div>		<div>5 NM</div>		<div>Procedure Turn NA</div>	
CATEGORY	A		B		C		D
S-19	1000-1		504 (600-1)		1000-1½ 504 (600-1½)		
CIRCLING	1000-1		504 (600-1)		1000-1½ 504 (600-½)		1060-2 564 (600-2)

HUNTINGDON, TENNESSEE
Orig 08269

36°05'N - 88°28'W

HUNTINGDON/CARROLL COUNTY (HZD)
GPS RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010


SE-1, 26 AUG 2010 to 23 SEP 2010

HUNTINGDON, TENNESSEE

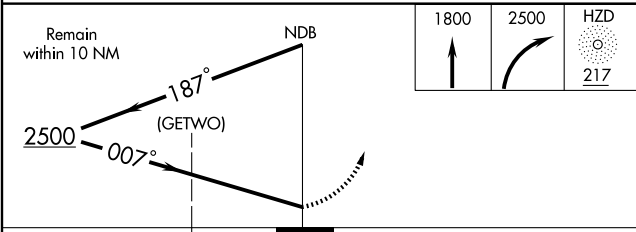
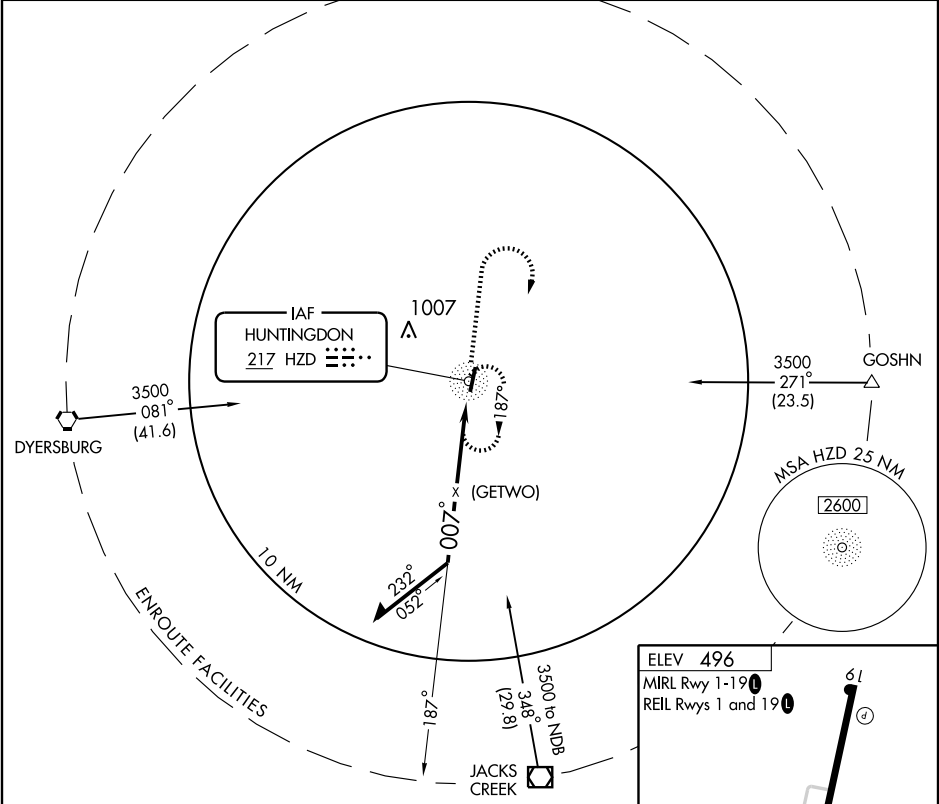
AL-6931 (FAA)

NDB HZD 217	APP CRS 007°	Rwy Idg 5507 TDZE 493 Apt Elev 496
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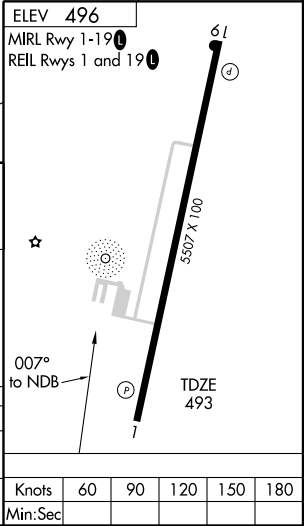
NDB or GPS RWY 1
HUNTINGDON/CARROLL COUNTY (HZD)

 NA If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 100 feet.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.
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AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	1200-1 707 (800-1)		1200-2 707 (800-2)	1200-2 707 (800-2)
CIRCLING	1200-1 704 (800-1)		1200-2 704 (800-2)	1200-2 704 (800-2)



HUNTINGDON, TENNESSEE
Amdt 1 08269

36°05'N - 88°28'W

HUNTINGDON/CARROLL COUNTY (HZD)
NDB or GPS RWY 1

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JACKSBORO

CAMPBELL CO (JAU) 1 E UTC-5(-4DT) N36°20.05' W84°09.78'

1180 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H4000X75 (ASPH) S-25 MIRL 1.2% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Parachute Jumping.

WEATHER DATA SOURCES: AWOS-3 124.975 (423) 566-6474.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 133.6

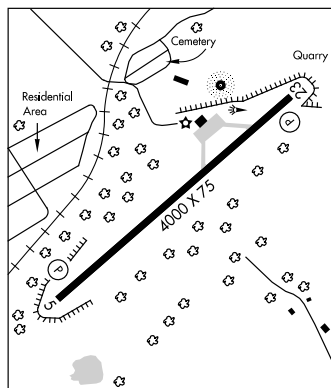
RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29'

W83°53.68' 336° 28.8 NM to fld. 1290/03W. HIWAS.

JACKSBORO NDB (MHW) 204 JAU N36°20.27' W84°09.66'

at fld. NOTAM FILE BNA. SHUTDOWN.



CINCINNATI
L-258
IAP

JACKS CREEK N35°35.94' W88°21.53' NOTAM FILE MKL.

(L) VOR/DME 109.4 JKS Chan 31 065° 8.7 NM to Beech River Rgnl. 630/02E.

RCO 122.1R 109.4T (JACKSON RADIO)

MEMPHIS
L-161

JACKSON N35°36.08' W88°54.91'

RCO 122.2 122.65 127.15 (JACKSON RADIO)

MEMPHIS
H-61, L-16H

JACKSON

Mc KELLAR-SIPES RGNL (MKL) 4 W UTC-6(-5DT) N35°35.99' W88°54.94'

434 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MKL

RWY 02-20: H6006X150 (ASPH-GRVD) S-55, D-80, 2S-102, 2D-125 HIRL 0.4% up S

RWY 02: MALSR. PAPI(P4L).

RWY 20: REIL. PAPI(P4L). Tree.

RWY 11-29: H3538X100 (ASPH) S-27 MIRL

RWY 11: PAPI(P4L). Tree. RWY 29: PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0330Z†, Sat-Sun 1300-0230Z†. For attendant other hrs call 731-394-1755.

CLOSED to Department of Transportation certificated air carrier operations 0400-1330Z† except with prior approval from arpt management. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 731-423-0995. Air carrier operations involving aircraft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination with airport manager and confirmation that aircraft rescue and fire fighting services are available prior to arrival or departure. PPR for ground access to fld 0330-1200Z†, call 731-394-1755. Rwy 02-20 grooved 55' each side of centerline. Rwy 02 PAPI not coincidental with I-MLK Glideslope path. When twr closed ACTIVATE HIRL Rwy 02-20, MIRL Rwy 11-29 and MALSR Rwy 02-CTAF.

WEATHER DATA SOURCES: ASOS 119.325 (731) 424-0692.

COMMUNICATIONS: CTAF 127.15 UNICOM 122.95

JACKSON RCO 122.2 122.65 127.15 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

JACKSON TOWER 127.15 (1300-0100Z†) GND CON 120.9

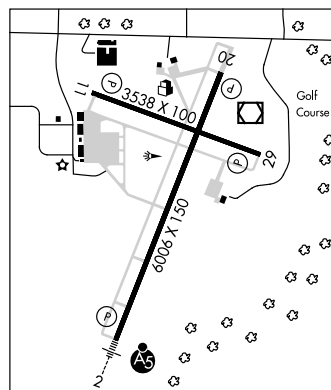
AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

(T) VOR/DME 112.0 MKL Chan 57 N35°36.21' W88°54.63' at fld. 410/01W.

MERSY NDB (LOM) 394 MK N35°30.95' W88°57.42' 023° 5.4 NM to fld.

ILS 109.1 I-MKL Rwy 02. Class IE. LOM MERSY NDB.



MEMPHIS
H-61, L-16H
IAP, AD

APP CRS	Rwy Idg	4000
242°	TDZE	1180
	Apt Elev	1180

RNAV (GPS) RWY 23

JACKSBORO/CAMPBELL COUNTY (JAU)

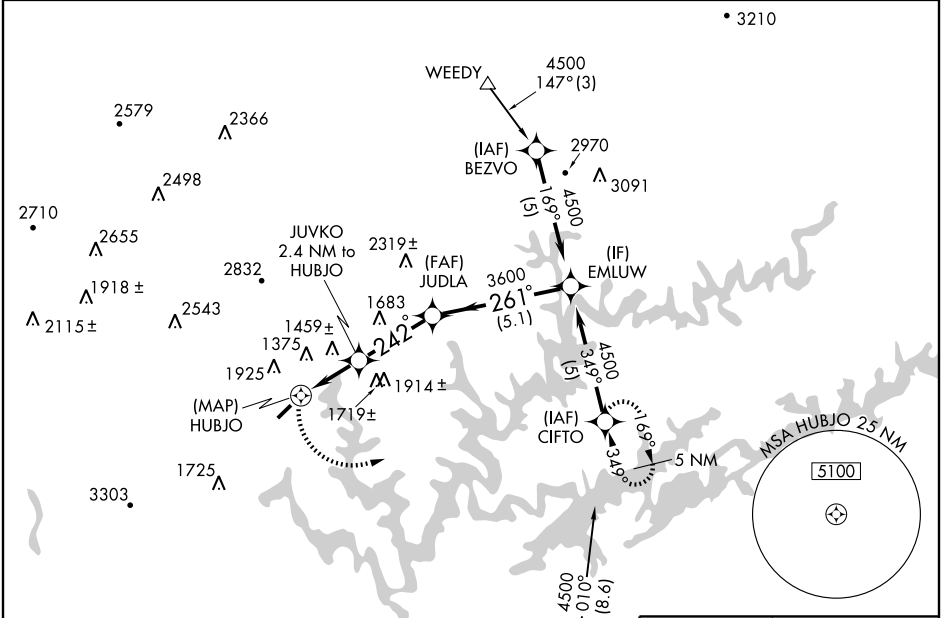
▼

NA

DME/DME RNP-0.3 NA. Circling NA at night.
VDP NA when using McGhee-Tyson altimeter setting.
If local altimeter setting not received, use McGhee-Tyson
altimeter setting and increase all MDAs 120 feet.
Circling NA Northwest of Rwy 5 and 23.

MISSED APPROACH: Climbing left turn to
4500 direct CIFTO and hold, continue
climb-in-hold to 4500.

AWOS-3 124.975	ATLANTA CENTER 133.6 254.3	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1180

TDZE 1180

1.2% UP → 4000 X 7.5

4500 CIFTO

HUBJO

JUDLA

EMLUW

0.8 NM to HUBJO

2.4 NM to HUBJO

≤ 3.76° TCH 30

242°

261°

4500

2360

3600

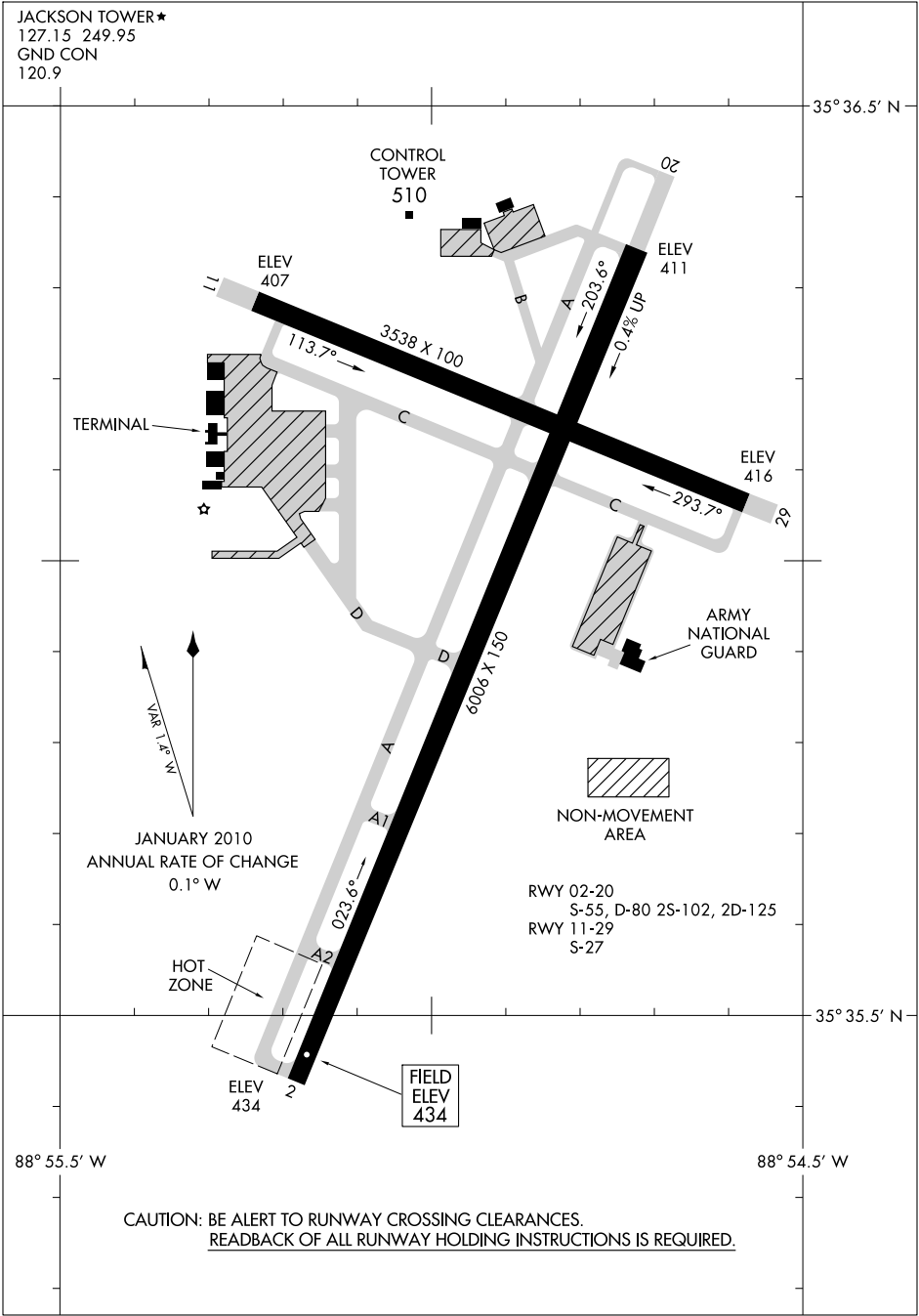
Procedure Turn NA

→ 0.5	→ 0.8	→ 1.6 NM	→ 3.1 NM	→ 5.1 NM
CATEGORY	A	B	C	D
LNNAV MDA	1720-1	540 (600-1)	NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	

MIRL Rwy 5-23
REIL Rwy 5 and 23

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JACKSBORO

CAMPBELL CO (JAU) 1 E UTC-5(-4DT) N36°20.05' W84°09.78'

1180 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H4000X75 (ASPH) S-25 MIRL 1.2% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Parachute Jumping.

WEATHER DATA SOURCES: AWOS-3 124.975 (423) 566-6474.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 133.6

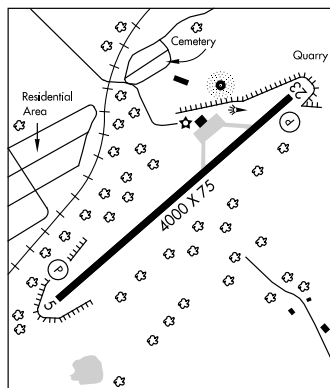
RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VXX Chan 111 N35°54.29'

W83°53.68' 336° 28.8 NM to fld. 1290/03W. HIWAS.

JACKSBORO NDB (MHW) 204 JAU N36°20.27' W84°09.66'

at fld. NOTAM FILE BNA. SHUTDOWN.



CINCINNATI
L-258
IAP

JACKS CREEK N35°35.94' W88°21.53' NOTAM FILE MKL.

(L) VOR/DME 109.4 JKS Chan 31 065° 8.7 NM to Beech River Rgnl. 630/02E.

RCO 122.1R 109.4T (JACKSON RADIO)

MEMPHIS
L-16I

JACKSON N35°36.08' W88°54.91'

RCO 122.2 122.65 127.15 (JACKSON RADIO)

MEMPHIS
H-6I, L-16H

JACKSON

Mc KELLAR-SIPES RGNL (MKL) 4 W UTC-6(-5DT) N35°35.99' W88°54.94'

434 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MKL

RWY 02-20: H6006X150 (ASPH-GRVD) S-55, D-80, 2S-102, 2D-125 HIRL 0.4% up S

RWY 02: MALSR. PAPI(P4L).

RWY 20: REIL. PAPI(P4L). Tree.

RWY 11-29: H3538X100 (ASPH) S-27 MIRL

RWY 11: PAPI(P4L). Tree. RWY 29: PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0330Z†, Sat-Sun 1300-0230Z†. For attendant other hrs call 731-394-1755.

CLOSED to Department of Transportation certificated air carrier operations 0400-1330Z† except with prior approval from arpt management. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 731-423-0995. Air carrier operations involving aircraft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination with airport manager and confirmation that aircraft rescue and fire fighting services are available prior to arrival or departure. PPR for ground access to fld 0330-1200Z†, call 731-394-1755. Rwy 02-20 grooved 55' each side of centerline. Rwy 02 PAPI not coincidental with I-MLK Glideslope path. When twr closed ACTIVATE HIRL Rwy 02-20, MIRL Rwy 11-29 and MALSR Rwy 02-CTAF.

WEATHER DATA SOURCES: ASOS 119.325 (731) 424-0692.

COMMUNICATIONS: CTAF 127.15 UNICOM 122.95

JACKSON RCO 122.2 122.65 127.15 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

JACKSON TOWER 127.15 (1300-0100Z†) GND CON 120.9

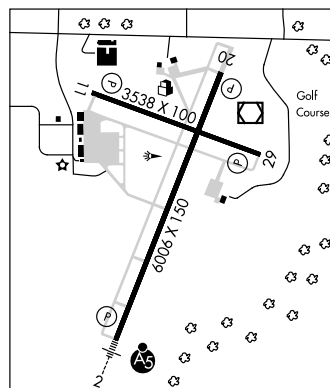
AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

(T) VOR/DME 112.0 MKL Chan 57 N35°36.21' W88°54.63' at fld. 410/01W.

MERSY NDB (LOM) 394 MK N35°30.95' W88°57.42' 023° 5.4 NM to fld.

ILS 109.1 I-MKL Rwy 02. Class IE. LOM MERSY NDB.



MEMPHIS
H-6I, L-16H
IAP, AD

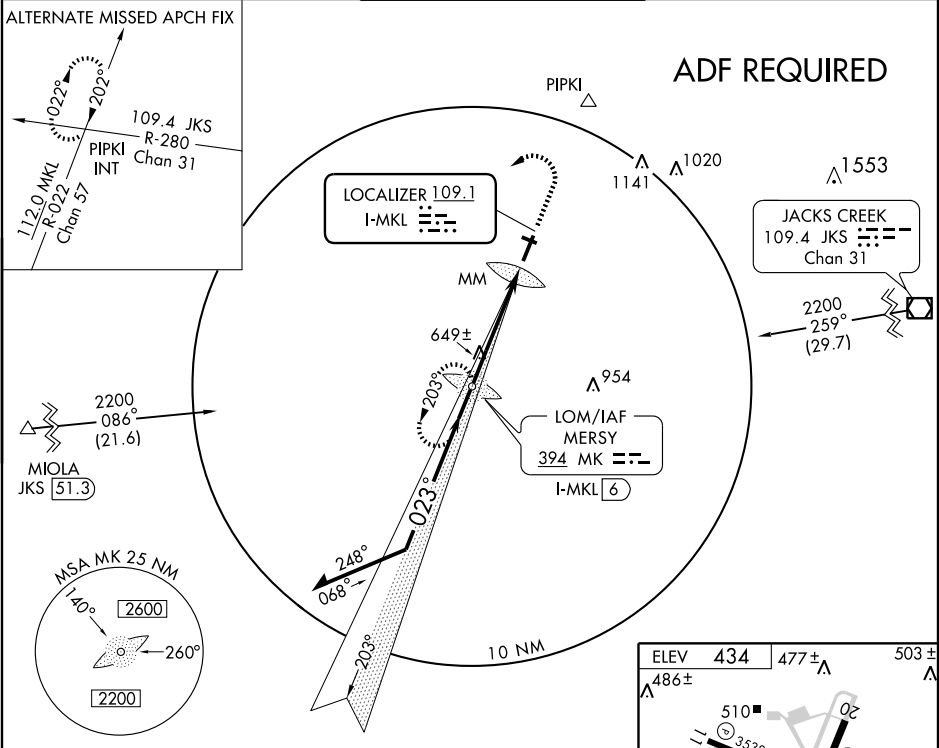
LOC I-MKL 109.1	APP CRS 023°	Rwy Idg TDZE 434 Apt Elev 434
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ILS or LOC RWY 2
JACKSON/MCKELLAR-SIPES RGNL (MKL)

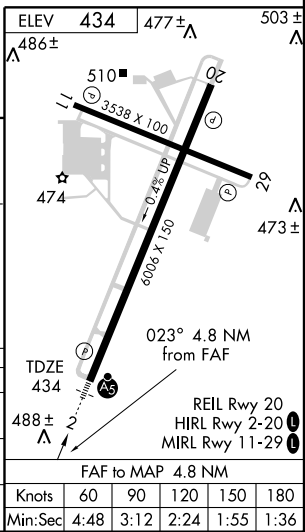
ADF REQUIRED. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility ¼ mile. When using Dyersburg altimeter setting; for inoperative MALSR, increase S-ILS 2 all Cats. visibility to 1 mile.

MALSR MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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Remain within 10 NM				
LOM I-MKL [6]				
2053				
2200 023°				
2100				
GS 3.00° TCH 59				
VGSI and ILS glidepath not coincident.				
3.6 NM				
0.9				
0.4				
CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½	466 (500-½)	900-¾	900-1
CIRCLING	900-1	466 (500-1)	900-1½	1000-2



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JACKSON, TENNESSEE

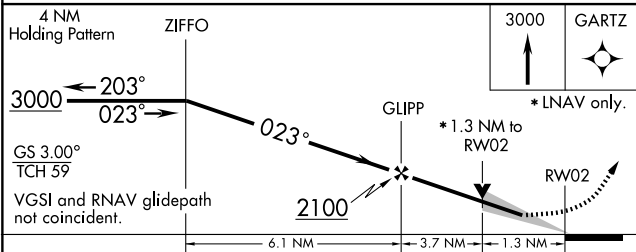
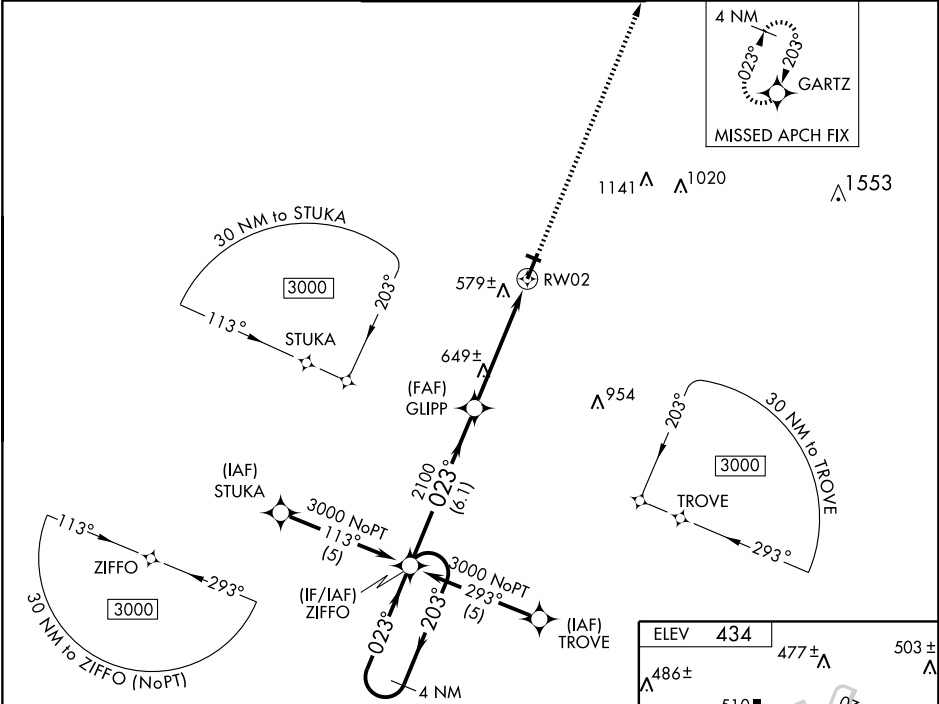
AL-5062 (FAA)

WAAS CH 93511 W02A	APP CRS 023°	Rwy Idg 6006 TDZE 434 Apt Elev 434
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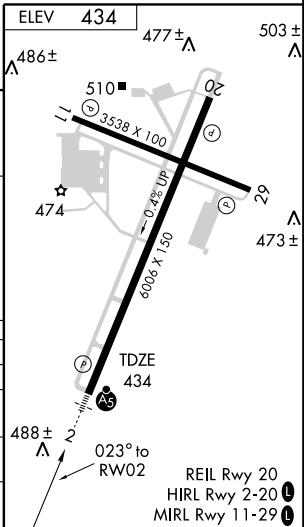
RNAV (GPS) RWY 2
JACKSON/MCKELLAR-SIPES RGNL (MKL)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALS R when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.</p>	MALS R 	MISSED APPROACH: Climb to 3000 direct GARTZ and hold.
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ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	634-½	200 (200-½)		
LNAV/VNAV DA	887-1	453 (500-1)		
LNAV MDA	900-½ 466 (500-½)	900-¾ 466 (500-¾)	900-1 466 (500-1)	
CIRCLING	900-1 466 (500-1)	900-1½ 466 (500-½)	1000-2 566 (600-2)	



JACKSON, TENNESSEE
Orig 09183

35° 36'N-88° 55'W

JACKSON/MCKELLAR-SIPES RGNL (MKL)
RNAV (GPS) RWY 2

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40312 W20A	APP CRS 203°	Rwy Idg 6006 TDZE 418 Apt Elev 434
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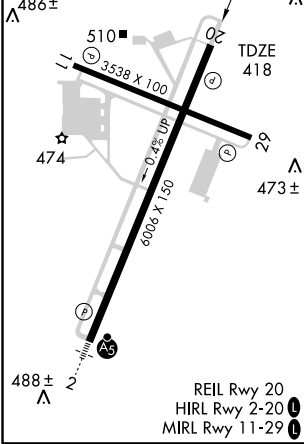
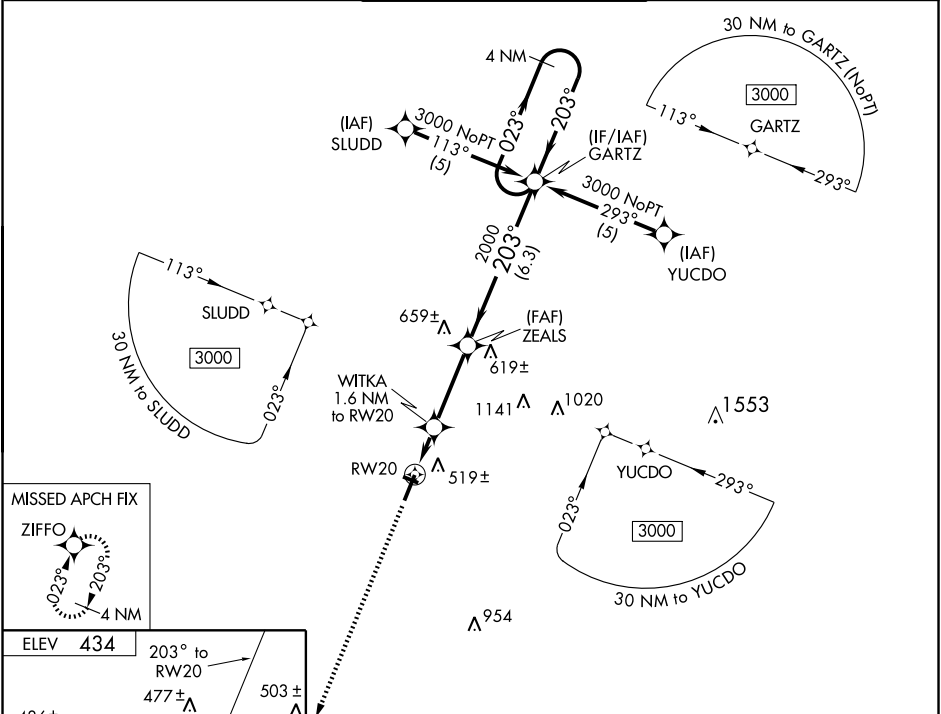
RNAV (GPS) RWY 20

JACKSON/MCKELLAR-SIPES RGNL (MKL)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ½ mile.

MISSED APPROACH:
Climb to 3000 direct ZIFFO and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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3000 ↑	ZIFFO ✦			
* LNAV only		4 NM Holding Pattern		
RW20 WITKA 1.6 NM to RW20		ZEALS	GARTZ	3000
* 960		2000	203°	203°
1.6 NM		3.2 NM	6.3 NM	GS 3.00° TCH 50°
VGSI and RNAV glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

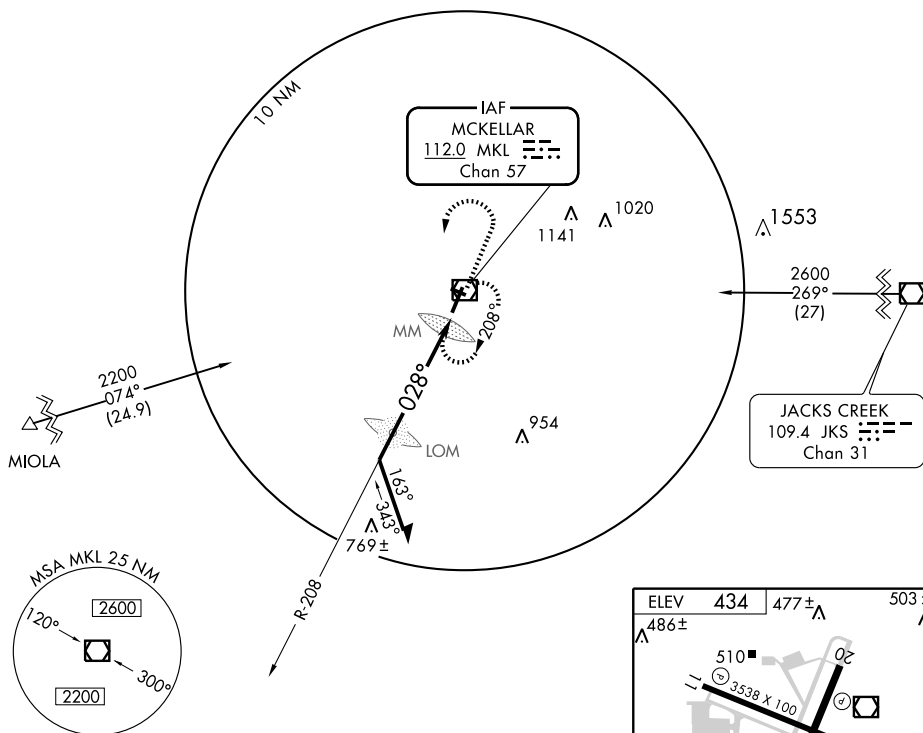
SE-1, 26 AUG 2010 to 23 SEP 2010

09295

VOR RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

UNICOM
122.95

Remain
within 10 NM

VOR/DME

1500
↑

220

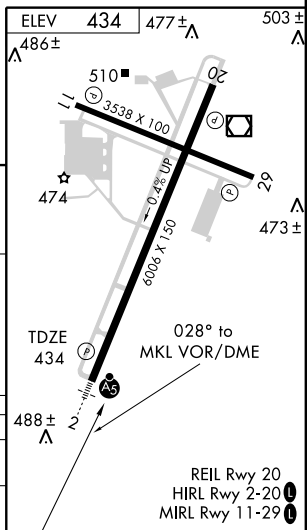
MKL


2200

8° —

[illegible]

CATEGORY	A	B	C	D
S-2	1080-1/2	646 (700-1/2)	1080-1 1/4 646 (700-1/4)	1080-1 1/2 646 (700-1 1/2)
CIRCLING	1080-1	646 (700-1)	1080-1 3/4 646 (700-1 3/4)	1080-2 646 (700-2)



JACKSON/MCKELLAR-SIPES RGNI (MKL)

35° 36'N-88° 55'W

VOR RWY 2

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JACKSON CO (See GAINESBORO)**JAMESTOWN MUNI** (2A1) 5 S UTC-6(-5DT) N36°20.98' W84°56.80'

1694 B FUEL 100LL NOTAM FILE BNA

RWY 18-36: H3498X75 (ASPH) S-17, D-22 HIRL 0.5% up N

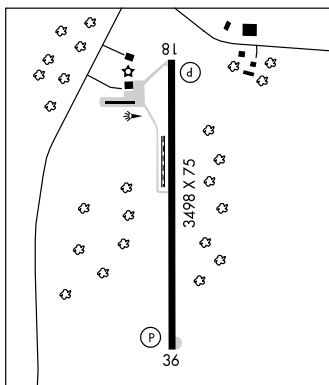
RWY 18: REIL. PAPI(P4L). Tree.

RWY 36: REIL. PAPI(P4L)—GA 4.0° TCH 22'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z, Sun 1800-2200Z. Parachute activity in/ov arpt. ACTIVATE HIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07' W85°10.00' 145° 17.6 NM to fld. 1020/02W.



CINCINNATI

L-25A

IAP

JASPER N35°03.58' W85°35.04' NOTAM FILE BNA.

NDB (MHW) 382 APT at Marion Co-Brown Fld.

ATLANTA

L-25A

JASPER**MARION CO-BROWN FLD** (APT) 4 SE UTC-6(-5DT) N35°03.64' W85°35.12'

641 B FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H3500X75(ASPH) S-30 MIRL

RWY 04: REIL. SAVASI(S2L)—GA 3.5° TCH 26'. Tree.

RWY 22: REIL. SAVASI(S2L)—GA 3.5° TCH 22'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun 1800-2300Z. CLOSED on federal holidays. Svcs not avbl holidays. Deer on and in/ov arpt. Ultralight activity on and in/ov arpt. PAEW on and in/ov Rwy 04-22. SAVASI Rwy 04 OTS indef. SAVASI Rwy 22 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8**CHATTANOOGA APP/DEP CON** 119.2 (1100-0450Z)**ATLANTA CENTER APP/DEP CON** 132.05 (0450-1100Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 285° 22.1 NM to fld. 1030/01E. HIWAS.

JASPER NDB (MHW) 382 APT N35°03.58' W85°35.04' at fld. NOTAM FILE BNA.



ATLANTA

L-25A

IAP

JEFFERSON N36°06.63' W83°28.54' NOTAM FILE BNA.

NDB (MHW) 346 JXT 054° 6.4 NM to Moore-Murrell. NDB unusable byd 15 NM.

CINCINNATI

L-25B

JOHN A BAKER FLD (See HOHENWALD)**JOHN C. TUNE** (See NASHVILLE)**JOHNSON CO** (See MOUNTAIN CITY)

AL-6476 (FAA)

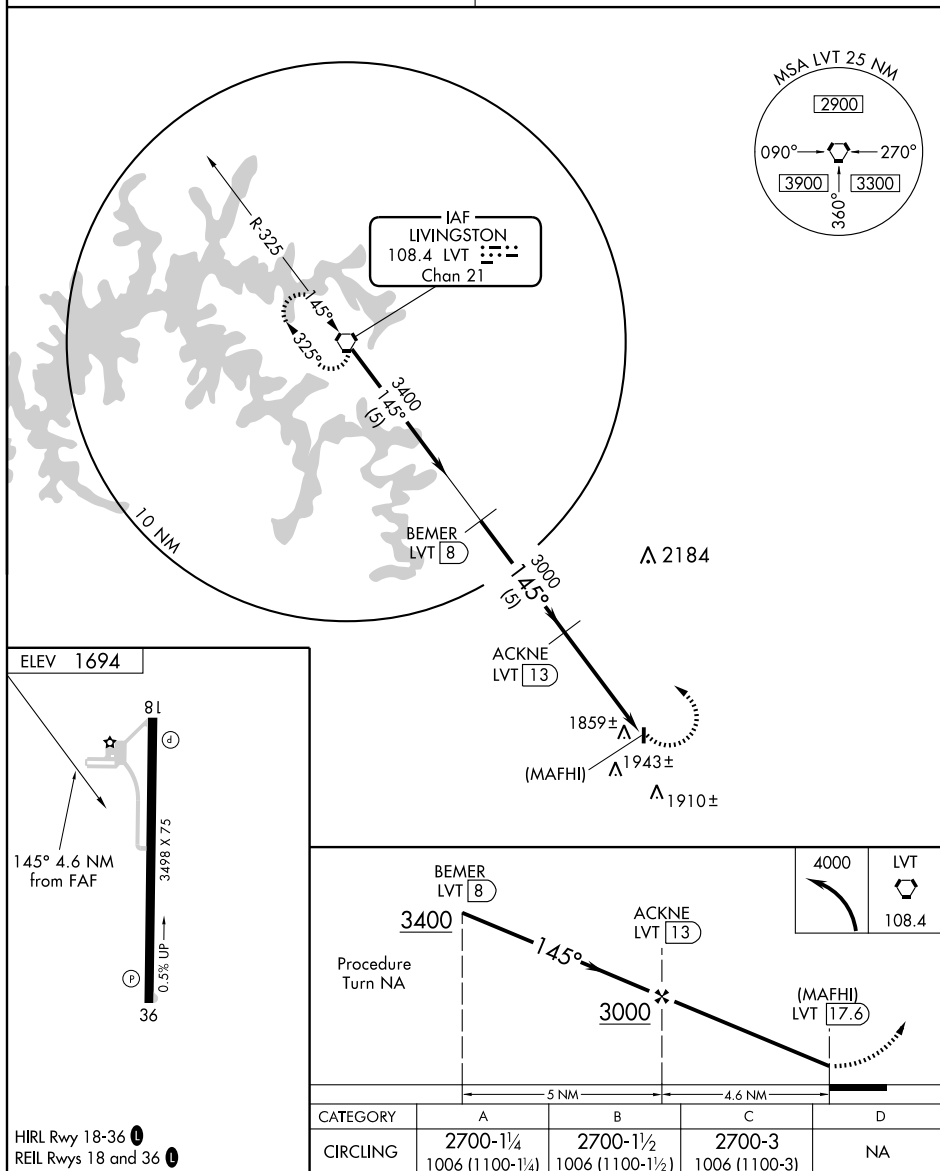
VORTAC LVT 108.4 Chan 21	APP CRS 145°	Rwy Idg TDZE Apt Elev 1694	N/A N/A
--	------------------------	---	--------------------------

VOR/DME or GPS-A
JAMESTOWN MUNI (2A1)

T	Obtain local altimeter setting on UNICOM 122.8;
A NA	when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **L**

JAMESTOWN, TENNESSEE
Amdt 1A 10126

36°21'N-84°57'W

JAMESTOWN MUNI (2A1)
VOR/DME or GPS-A

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JACKSON CO (See GAINESBORO)**JAMESTOWN MUNI** (2A1) 5 S UTC-6(-5DT) N36°20.98' W84°56.80'

1694 B FUEL 100LL NOTAM FILE BNA

RWY 18-36: H3498X75 (ASPH) S-17, D-22 HIRL 0.5% up N

RWY 18: REIL. PAPI(P4L). Tree.

RWY 36: REIL. PAPI(P4L)—GA 4.0° TCH 22'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†, Sun

1800-2200Z†. Parachute activity in/ov arpt. ACTIVATE HIRL Rwy

18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

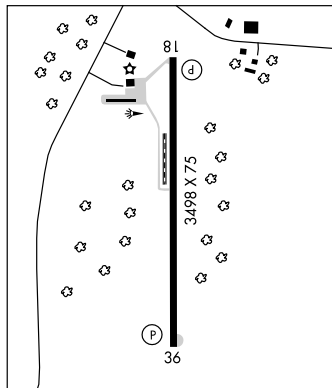
COMMUNICATIONS: CTAF/UNICOM 122.8® **INDIANAPOLIS CENTER APP/DEP CON** 124.625**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**LIVINGSTON (L) VORTAC** 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 145° 17.6 NM to fld. 1020/02W.

CINCINNATI

L-25A

IAP

**JASPER** N35°03.58' W85°35.04' NOTAM FILE BNA.

NDB (MHW) 382 APT at Marion Co-Brown Fld.

ATLANTA

L-25A

JASPER**MARION CO-BROWN FLD** (APT) 4 SE UTC-6(-5DT) N35°03.64' W85°35.12'

641 B FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H3500X75 (ASPH) S-30 MIRL

RWY 04: REIL. SAVASI(S2L)—GA 3.5° TCH 26'. Tree.

RWY 22: REIL. SAVASI(S2L)—GA 3.5° TCH 22'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1800-2300Z†. CLOSED on federal holidays. Svcs not avbl holidays. Deer on and in/ov arpt. Ultralight activity on and in/ov

arpt. PAEW on and in/ov Rwy 04-22. SAVASI Rwy 04 OTS indef.

SAVASI Rwy 22 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8**CHATTANOOGA APP/DEP CON** 119.2 (1100-0450Z†)**ATLANTA CENTER APP/DEP CON** 132.05 (0450-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.**CHOO CHOO (H) VORTAC** 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 285° 22.1 NM to fld. 1030/01E. HIWAS.

JASPER NDB (MHW) 382 APT N35°03.58' W85°35.04' at fld.

NOTAM FILE BNA.

ATLANTA

L-25A

IAP

**JEFFERSON** N36°06.63' W83°28.54' NOTAM FILE BNA.

NDB (MHW) 346 JXT 054° 6.4 NM to Moore-Murrell. NDB unusable byd 15 NM.

CINCINNATI

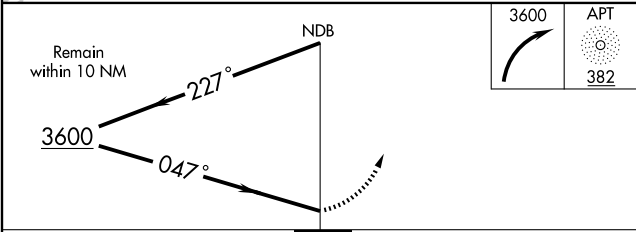
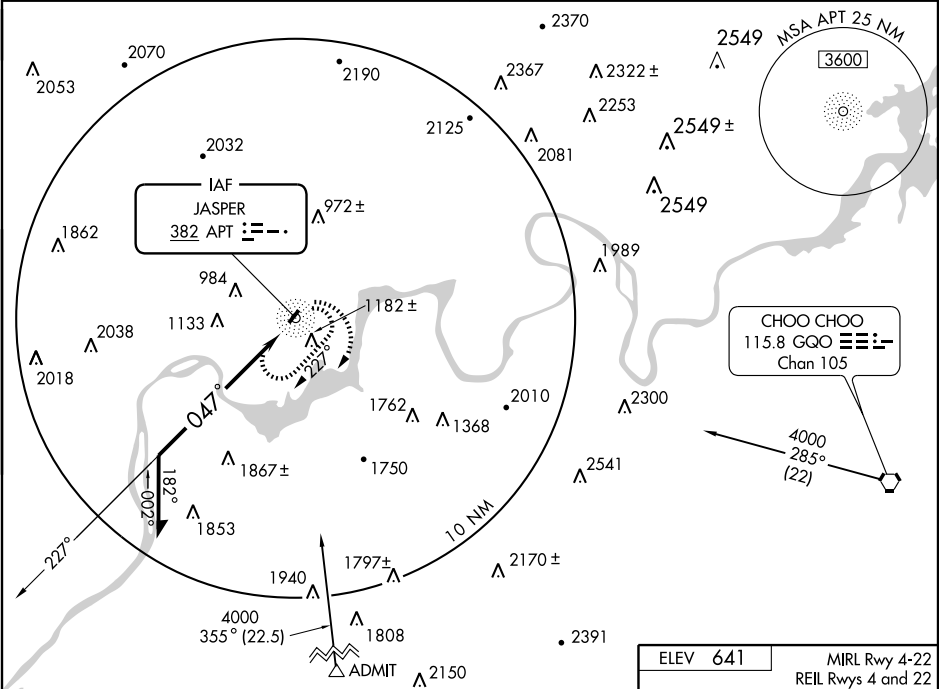
L-25B

JOHN A BAKER FLD (See HOHENWALD)**JOHN C. TUNE** (See NASHVILLE)**JOHNSON CO** (See MOUNTAIN CITY)

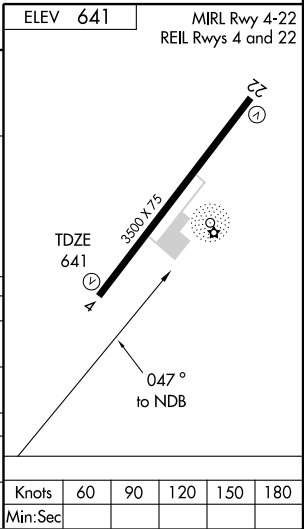
NDB APT	APP CRS	Rwy ldg
382	047°	3500
		TDZE
		641
		Apt Elev
		641

NDB RWY 4
JASPER/ MARION COUNTY-BROWN FIELD (APT)

T Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.	MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.
CHATTANOOGA APP CON ★ 119.2 323.075	UNICOM 122.8 (CTAF)



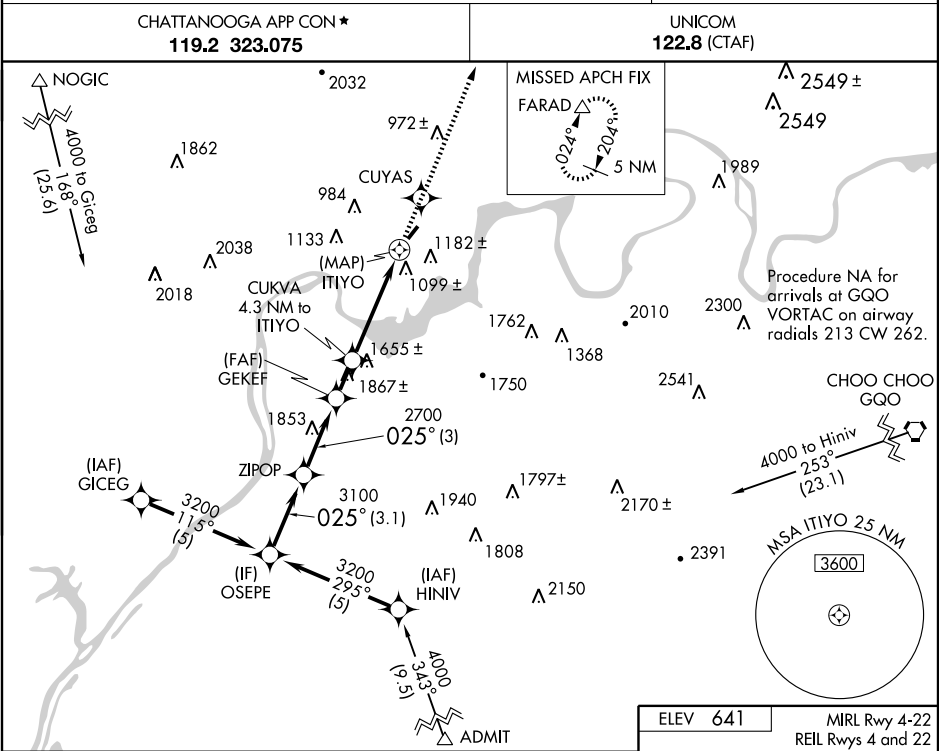
CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA



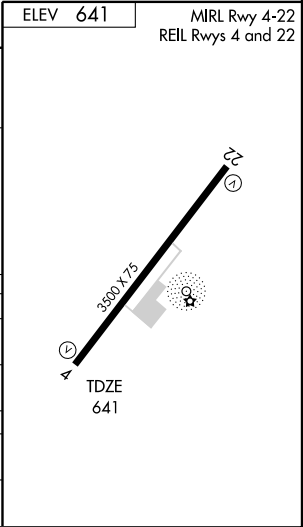
APP CRS	Rwy Idg	3500
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4
JASPER/ MARION COUNTY-BROWN FIELD (A/P)

▼ NA	Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.
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Procedure Turn NA	OSEPE	ZIPOP	GEKEF	CUKVA	ITIYO	FARAD
VGSI and descent angles not coincident.	3200 025° 3100 2700 2240	3.1 NM	3 NM	1.5 NM	2.5 NM	1.8 0.5
CATEGORY	A	B	C	D		
RNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA		
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA		
CHATTANOOGA ALTIMETER SETTING MINIMUMS						
RNAV MDA	1540-1¼ 899 (900-1¼)	1540-2¾ 899 (900-2¾)	NA			
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA		



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JOHNSON CITY (ØA4) 3 NM UTC-5(-4DT) N36°21.82' W82°18.54'

CINCINNATI
L-25C

1550 NOTAM FILE BNA

RWY 04-22: H3000X50 (ASPH) S-15

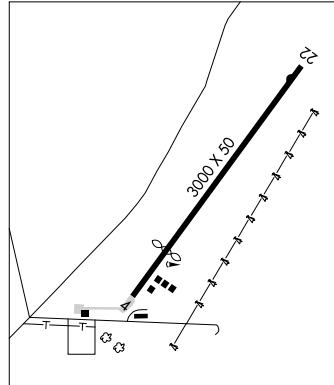
RWY 04: Thld dspcd 800'. Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1400-2200Z†. Mountain ridges E of arpt. 4390' within 9 mi. Rwy 04-22 pavement badly cracked.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMV Chan 93 N36°26.22' W82°07.77' 247° 9.7 NM to fld. 4321/04W.



KELSO N35°08.04' W86°32.52' NOTAM FILE MKL.

ATLANTA
L-16J

NDB (MHW) 358 TNY 195° 4.6 NM to Fayetteville Muni. NDB unmonitored 2300-1400Z†.

KNOXVILLE

KNOXVILLE DOWNTOWN ISLAND (DKX) 3 SE UTC-5(-4DT) N35°57.83' W83°52.42'

ATLANTA
L-25B
IAP

833 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, 4 NOTAM FILE BNA

RWY 08-26: H3499X74 (ASPH) S-22 MIRL

RWY 08: REIL. VASI(V2L)—GA 4.0°TCH 35'. Trees.

RWY 26: REIL. VASI(V2L)—GA 4.0°TCH 32'.

AIRPORT REMARKS: Attended 1200-1400Z†. 100LL avbl 24 hrs on self-svc. Geese on and invof arpt. Req acft departing Rwy 26 avoid turns over neighborhood located approximately 1 NM SW of arpt noise sensitive area. MIRL Rwy 08-26 and twy lgts and REILS Rwy 08 and Rwy 26 are preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.375 (865) 579-6151.

COMMUNICATIONS: CTAF 126.6 UNICOM 122.95

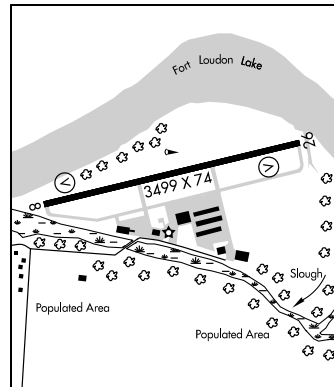
® **KNOXVILLE APP/DEP CON** 123.9 **CLNC DEL** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VXV Chan 111 N35°54.29'

W83°53.68' 019° 3.7 NM to fld. 1290/03W. **HIWAS.**

ILS 111.3 I-DKX Rwy 26. (Loc only)

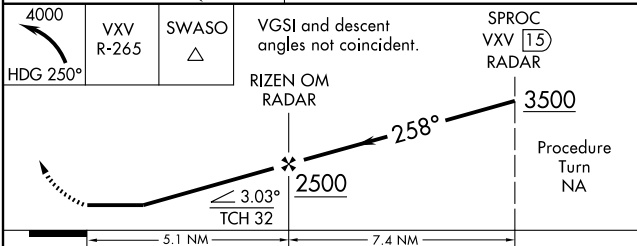
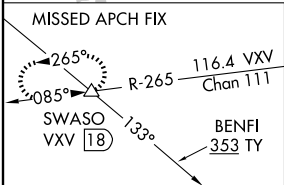
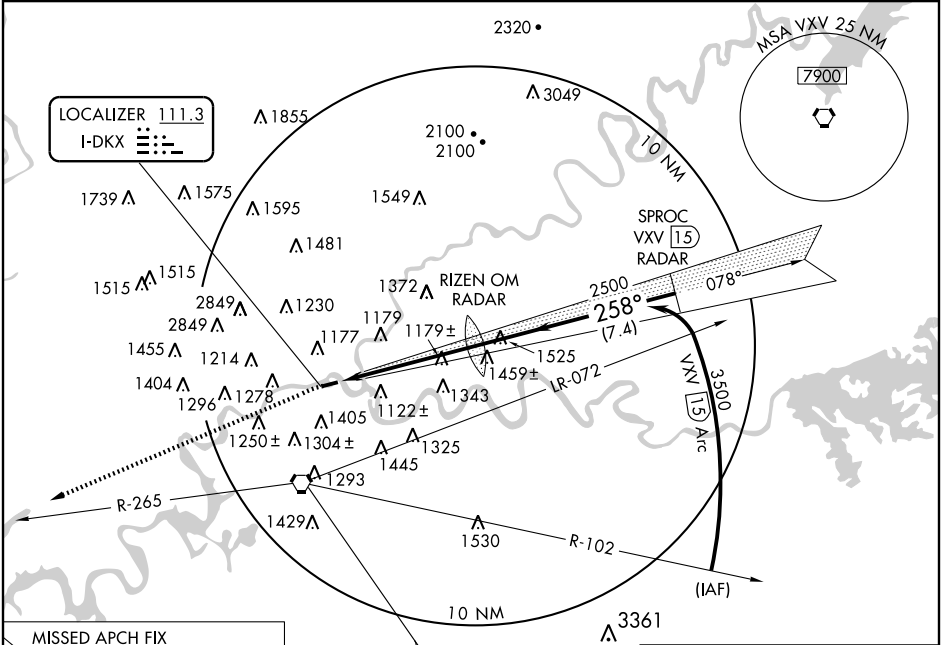


LOC I-DKX	APP CRS	Rwy Idg	3499
111.3	258°	TDZE	833
		Apt Elev	833

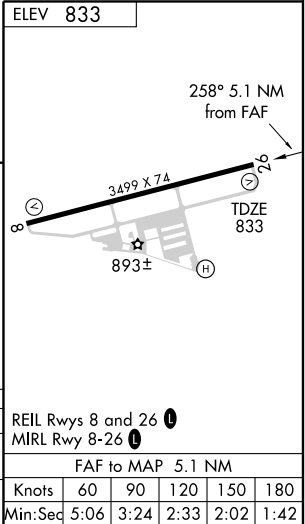
LOC RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

<p>▼ DME or RADAR REQUIRED. ▲ NA If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 via heading 250° and VXV R-265 to SWASO INT and hold.</p>
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AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6 0
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CATEGORY	A	B	C	D
S-26	1500-1	667 (700-1)	1500-1¾ 667 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

KNOXVILLE, TENNESSEE

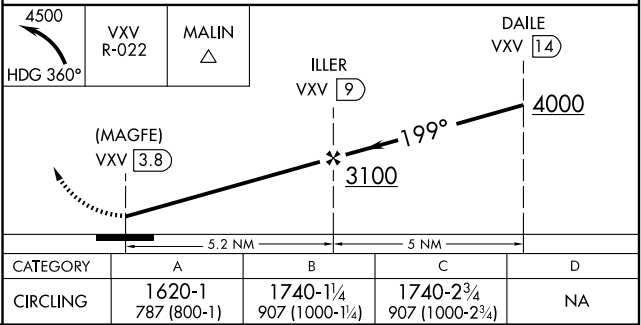
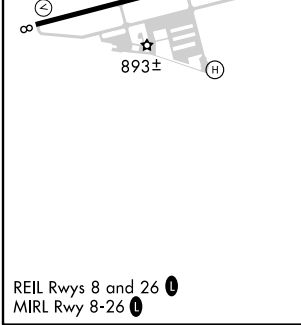
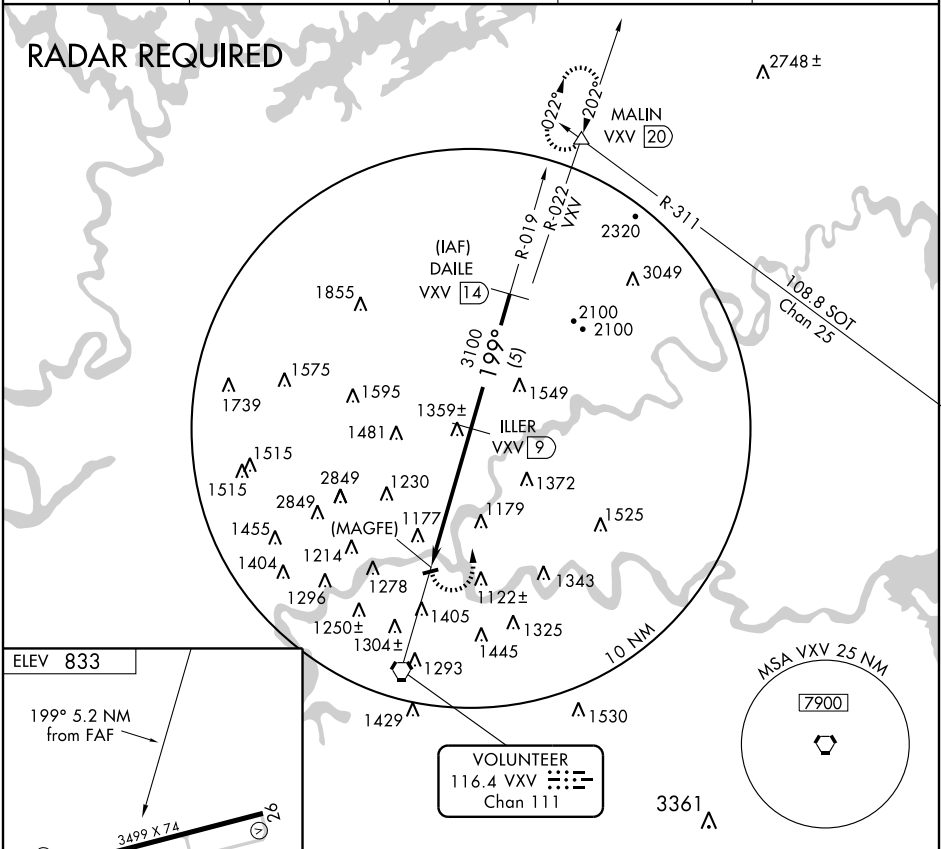
AL-6102 (FAA)

VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Idg TDZE Apt Elev	3499 N/A 833
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VOR/DME or GPS-B
KNOXVILLE DOWNTOWN ISLAND (DKX)

 If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 4500 via heading 360° and VXV R-022 to MALIN INT/VXV 20 DME and hold.
--	--

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6
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KNOXVILLE, TENNESSEE
Amdt 6A 09183

KNOXVILLE DOWNTOWN ISLAND (DKX)
35° 58'N-83° 52'W
VOR/DME or GPS-B

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-218 (FAA)

D

TWR
109.4

MILITARY
FIRE
STATION

ELEV
022

ELEV

**CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.**

RWY 05L-23R
S-90, D-200, 2S-175, 2D-350,
2D/2D2-540
RWY 05R-23L
S-75, D-200, 2S-175, 2D-270

84°00'W

83°59'W

AIRPORT DIAGRAM

10210

KNOXVILLE, TENNESSEE
KNOXVILLE / MCGHEE-TYSON (TYS)

SE-1, 26 AUG 2010 to 23 SEP 2010

Mc GHEE TYSON (TYS) 10 S UTC-5(-4DT) N35°48.66' W83°59.64'
 981 B S4 FUEL 100LL, JET A, J8 OX 1 LRA Class I, ARFF Index C
 NOTAM FILE TYS

ATLANTA

H-9A, 12G, L-25B

IAP, AD

RWY 05L-23R: H9005X150 (CONC-GRVD) S-90, D-200, 2S-175,
 2D-350, 2D/2D2-540 HIRL CL

RWY 05L: MALSR. TDZL. VASI(V4L)—GA 2.7°TCH 75'. Tree.

0.9% up.

RWY 23R: ALSF2. TDZL. VASI(V4L)—GA 3.0°TCH 56'. Rgt tfc.
 0.3% down.

RWY 05R-23L: H9000X150 (ASPH-GRVD) S-75, D-200, 2S-175,
 2D-270 HIRL CL

RWY 05R: TDZL. REIL. PAPI(P4L)—GA 3.0°TCH 43'. Rgt tfc.

0.5% up.

RWY 23L: REIL. PAPI(P4L)—GA 3.0°TCH 55'. Thld dsplcd 400'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05R: TORA-9000 TODA-9000 ASDA-8600 LDA-8600

RWY 23L: TORA-9000 TODA-9000 ASDA-9000 LDA-8600

AIRPORT REMARKS:

Attended continuously. CAUTION: Birds on and in/ov arpt, increased Oct-Apr. Hold short line for Rwy 23L located

slightly N of Twy A-8. Portion of Twy A near Rwy 5R apch end not

visible from twr. Wide-bodied acft use care when turning onto Twy

A from ramps 4, 5 and 6. PPR from Air National Guard for civil acft

to use Twys G1, G2, G3, G4, and G South of Twy G5. PPR to use Twy G1/Rwy 5L underrun. Contact

865-985-4371. Rwy 23L RVR touchdown. Pilots are requested to delay turns until after 2500' unless otherwise

advised to avoid noise sensitive areas. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (865) 981-4053. LLWAS.

COMMUNICATIONS: ATIS 128.35 UNICOM 122.95

RCO 122.3 122.2 (NASHVILLE RADIO)

Ⓡ **KNOXVILLE APP/DEP CON** 118.0 (051°-229°) 123.9 (230°-050°) 120.65 132.8

KNOXVILLE TOWER 121.2 **GND CON** 121.9 **CLNC DEL** 121.65

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29' W83°53.68' 224° 7.4 NM to fld. 1290/03W.

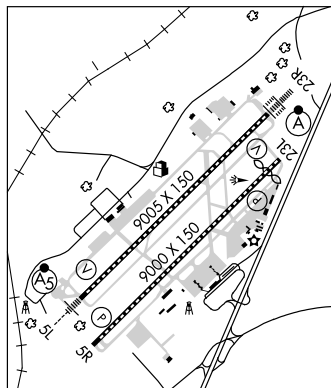
HIWAS.

BENFI NDB (LOM) 353 TY N35°44.53' W84°04.87' 049° 5.9 NM to fld.

ILS 110.3 I-TYS Rwy 05L. Class IA. LOM BENFI NDB. BC unusable.

ILS 111.7 I-BUI Rwy 23R LOC unusable byd 15 NM blo 3,000' and byd 15° rgt of course.

ASR



LAFAYETTE MUNI (3M7) 2 W UTC-6(-5DT) N36°31.20' W86°03.48'

969 B S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 01-19: H5200X75 (ASPH) S-21, D-31 MIRL 0.5% up S

RWY 01: REIL. VASI(V2L)—GA 3.5°TCH 24'. Thld dsplcd 200'.

RWY 19: REIL. VASI(V2L)—GA 3.0°TCH 21'. P-line.

AIRPORT REMARKS:

Attended Mon-Sat 1430-2300Z, Sun

1800-2300Z. For attendant after hrs call 615-666-4408.

ACTIVATE VASI Rwy 01 and 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NASHVILLE APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 141° 30.7 NM to fld.

565/02E.

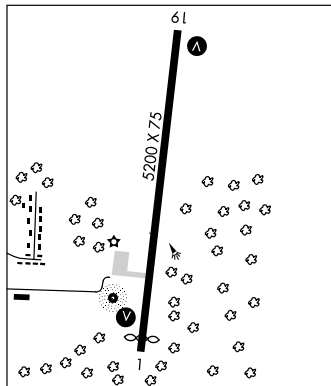
NDB (MHW) 245 LFB N36°30.91' W86°03.66' at fld.

NOTAM FILE BNA.

ST LOUIS

H-6K, 9A, L-16J

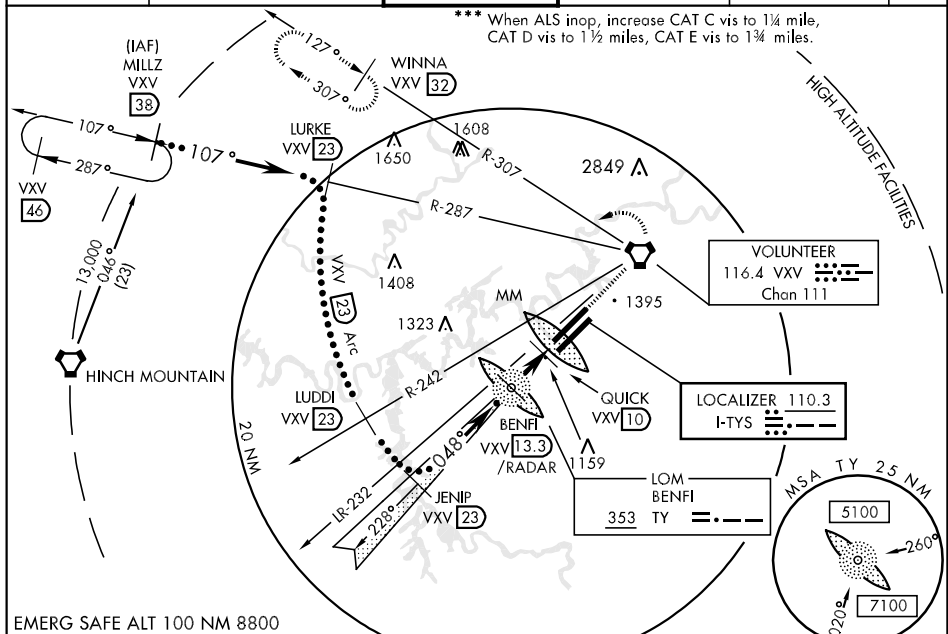
IAP



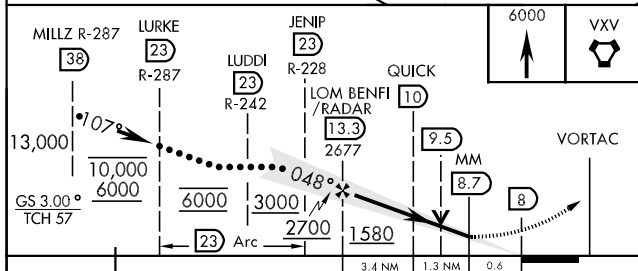
KNOXVILLE, TENNESSEE

HI-ILS or LOC RWY 5L

LOC I-TYS 110.3	APCH CRS 048°	Rwy Idg TDZE Arpt Elev 9008 953 981	JAL-218 [USAF]	KNOXVILLE/ McGHEE TYSON (KTYS)	
▼ * When ALS inop, increase CAT CDE vis to ¾ mile. ** When ALS inop, increase CAT C vis to 1¾ mile, CAT D vis to 2 miles, CAT E vis to 2½ miles.			ALSF-1 	MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left to via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.	
ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR

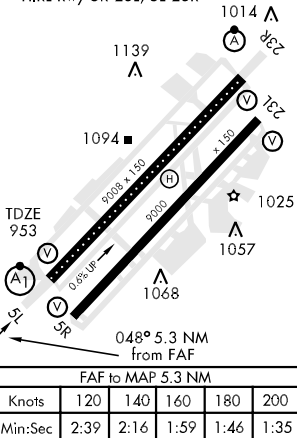


EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-ILS 5L *	1153/18 200	(200-½)	1153/24 200 (200-½)
S-LOC 5L **	1580/60 627 (700-1¼)	1580-1½ 627 (700-1½)	1580-1¾ 627 (700-1¾)
CIRCLING	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	1900-3 919 (1000-3)
QUICK FIX MINIMUMS			
S-LOC 5L ***	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

ELEV 981

 TDZL Rwy 23R
 REIL Rwy 5R and 23L
 HIRL Rwy 5R-23L, 5L-23R


KNOXVILLE, TENNESSEE

35°49'N-84°00'W

KNOXVILLE/ McGHEE TYSON (KTYS)

Amdt 4 10042

HI-ILS or LOC RWY 5L

SE-1, 26 AUG 2010 to 23 SEP 2010

KNOXVILLE, TENNESSEE

HI-ILS or LOC RWY 23R

LOC I-BUI 111.7	APCH CRS 228°	Rwy Idg TDZE Arpt Elev 9008 981 981
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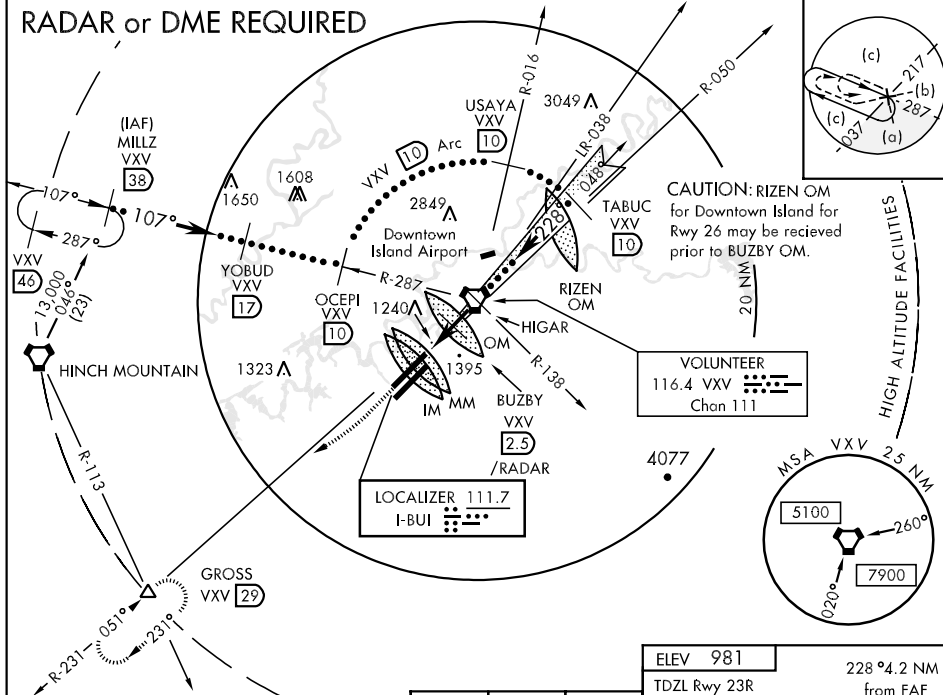
JAL-218 [USAF]

KNOXVILLE/ McGHEE TYSON (KTYS)

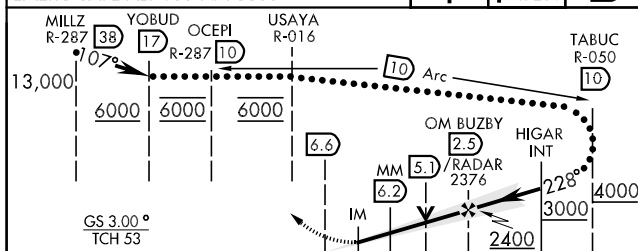
<p>* When ALS inop, increase vis ¼ mile. ** When ALS inop, increase vis ½ mile.</p>	<p>ALS-2 A</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via heading 240° to intercept VXV R-231 direct GROSS Int/29 DME and hold.</p>
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ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
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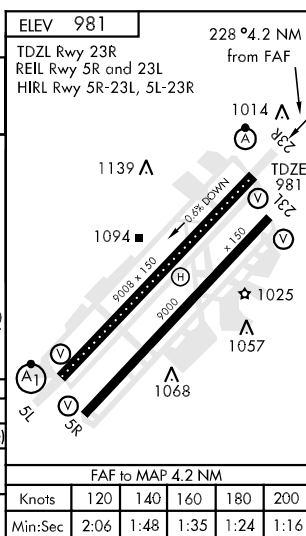
RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-ILS 23R*	1181/18	200 (200-1/2)	1181/24 200 (200-1/2)
S-LOC 23R**	1520/50	1520/60	1520-1 1/2
	539 (600-1)	539 (600-1 1/4)	539 (600-1 1/2)
CIRCLING	1540-1 1/2	1620-2	1900-3
	559 (600-1 1/2)	639 (700-2)	919 (1000-3)



KNOXVILLE, TENNESSEE

35°49'N-84°00'W

KNOXVILLE/ McGHEE TYSON (KTYS)

Amdt 4 10042

HI-ILS or LOC RWY 23R

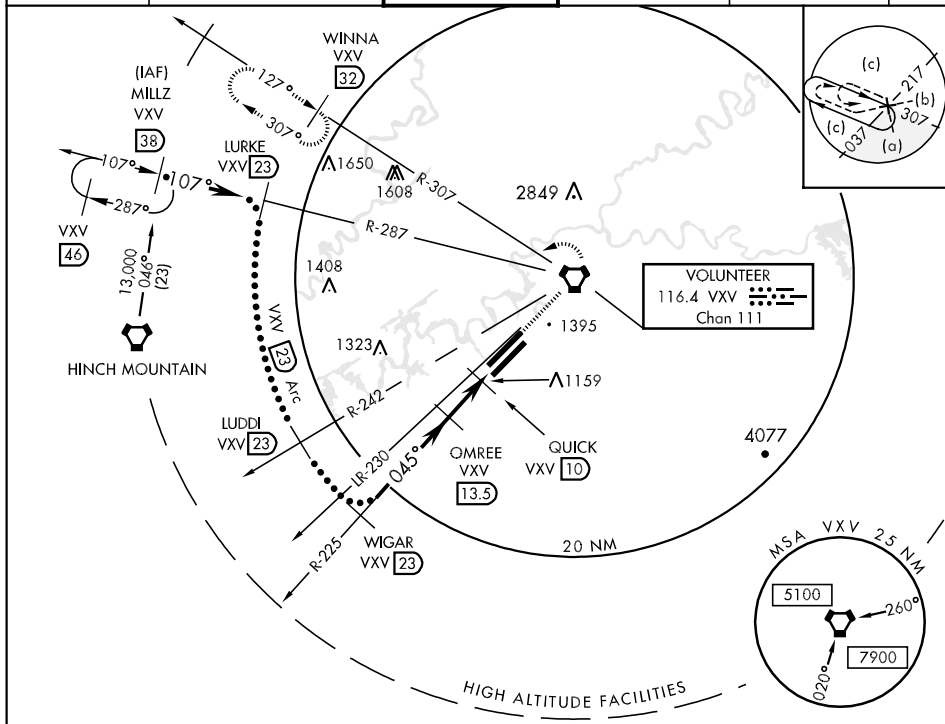
SE-1, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 5L

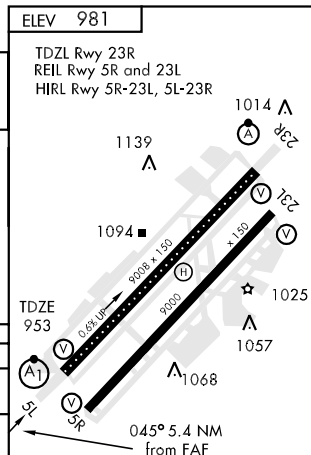
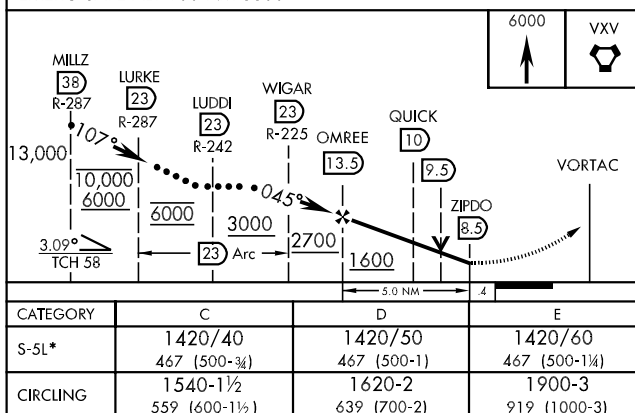
KNOXVILLE/ MCGHEE TYSON (KTYS)

MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ASR



EMERG SAFE ALT 100 NM 8800



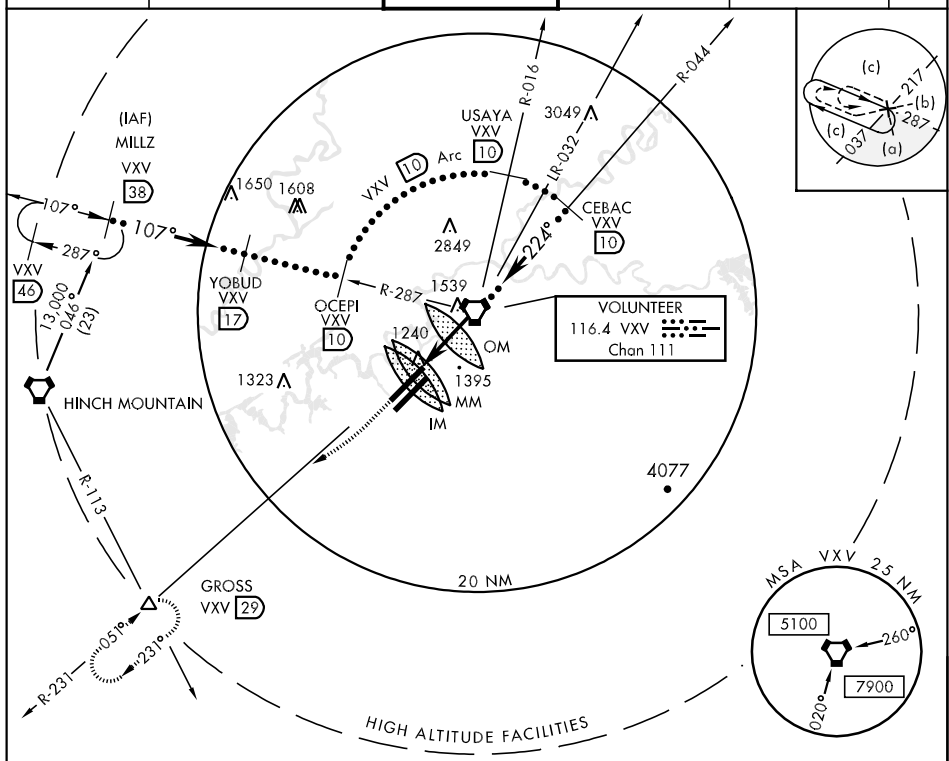
KNOXVILLE/ MCGHEE TYSON (KTYS)

Amdt 3 10042

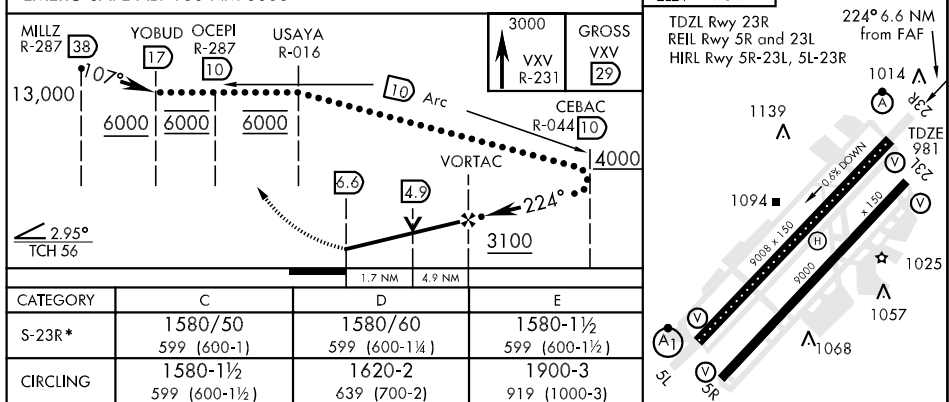
HI-VOR/DME or TACAN RWY 5L

HI-VOR/DME or TACAN RWY 23R

VORTAC XVV 116.4 Chan 111		APCH CRS 224°		Rwy Idg 9008 TDZE 981 Arpt Elev 981		JAL-218 [USAF]		KNOXVILLE/ MCGHEE TYSON (KTYSS)	
<div> <div>▼</div> <div> * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. </div> </div>						<div> <div>ALSF-2</div> <div> </div> </div>		MISSED APPROACH: Climb to 3000 on XVV VORTAC R-231 to GROSS Int/29 DME and hold.	
ATIS ★ 128.35		KNOXVILLE APP CON 118.0 360.8		KNOXVILLE TOWER 121.2 257.8		GND CON 121.9 348.6		CLNC DEL 121.65	
								ASR	



EMERG SAFE ALT 100 NM 8800

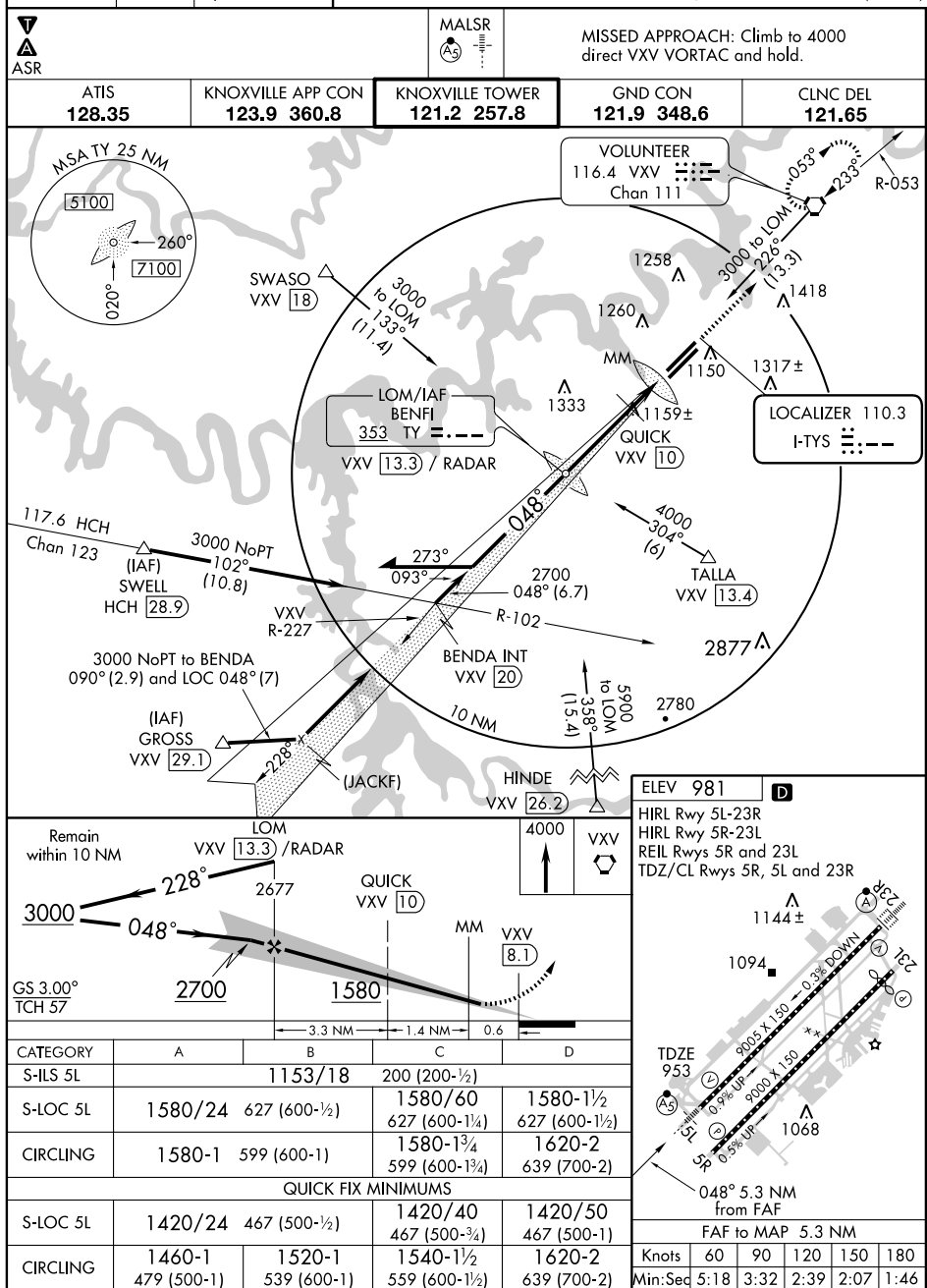


KNOXVILLE, TENNESSEE 35°49'N-84°00'W KNOXVILLE/ McGHEE TYSON (KTYS)
Amdt 3 10042 ILLINOIS/DMF TACAN/DME 32.2

HI-VOR/DME or TACAN RWY 23R

LOC I-TYS <u>110.3</u>	APP CRS 048°	Rwy Idg 9005 TDZE 953 Apt Elev 981
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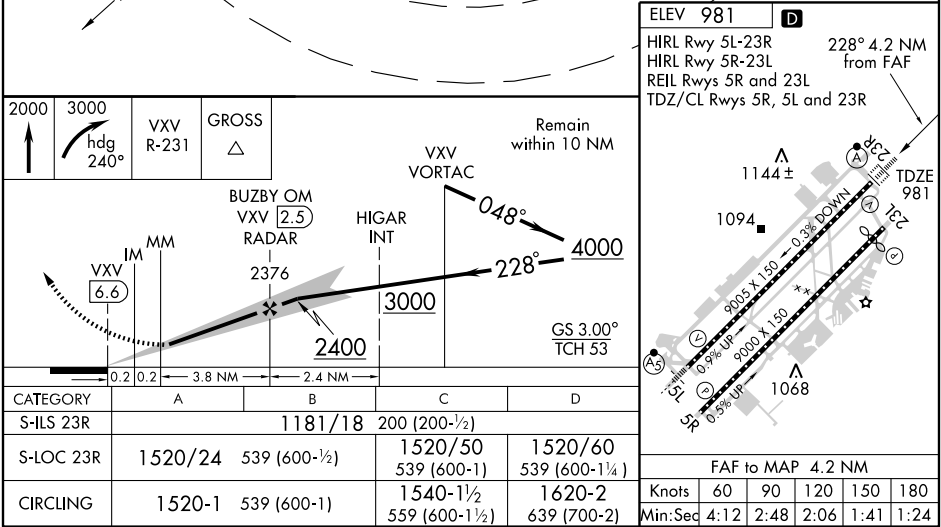
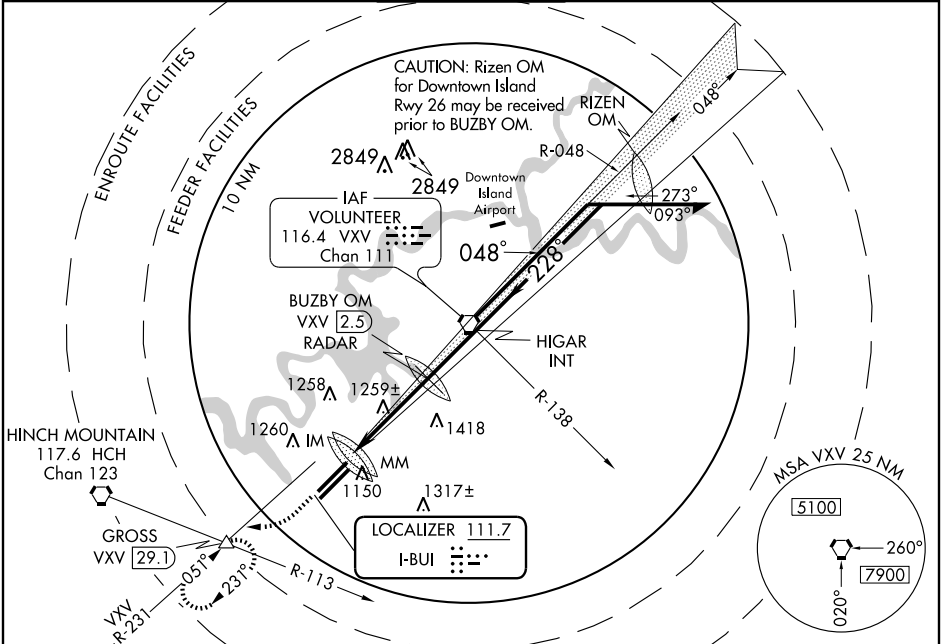
ILS or LOC RWY 5L
KNOXVILLE/MCGHEE-TYSON (TYS)



LOC I-BUI 111.7	APP CRS 228°	Rwy ldg TDZE Apt Elev	9005 981 981
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ILS or LOC RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

<div><div><div><div></div><div></div></div><div>ASR</div></div></div>		<div><div><div>ALSF-2</div><div><div><div></div><div></div></div><div></div></div></div></div>	<div>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.</div>		
<div>ATIS 128.35</div>	<div>KNOXVILLE APP CON 123.9 360.8</div>	<div>KNOXVILLE TOWER 121.2 257.8</div>	<div>GND CON 121.9 348.6</div>	<div>CLNC DEL 121.65</div>	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC I-BUI
111.7

APP CRS
228°

Rwy Idg	9005
TDZE	981
Apt Elev	981

ILS RWY 23R (CAT II)
KNOXVILLE/MCGHEE-TYSON (TYS)



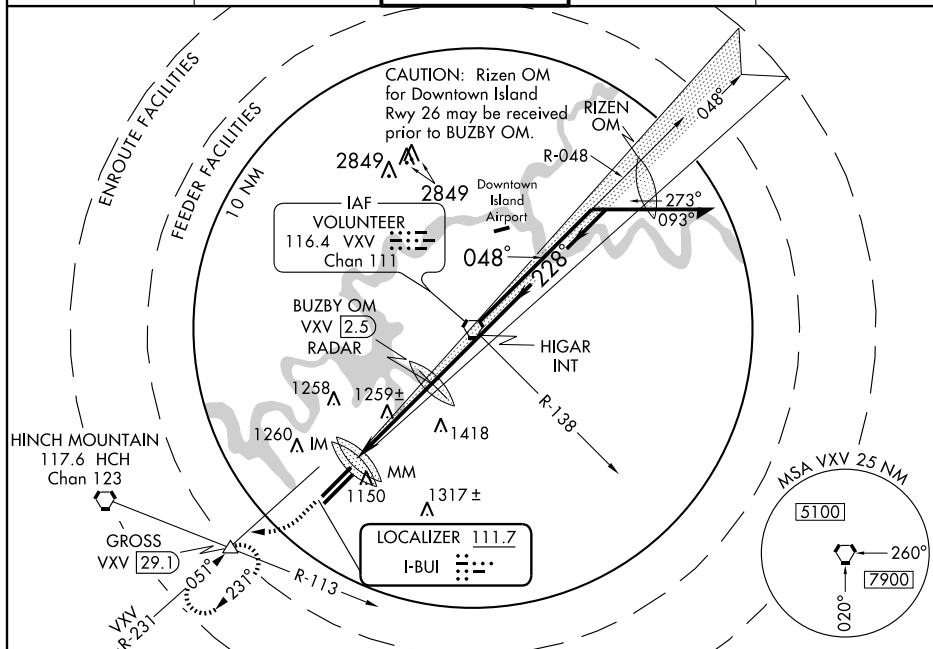
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXX VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS
128.35

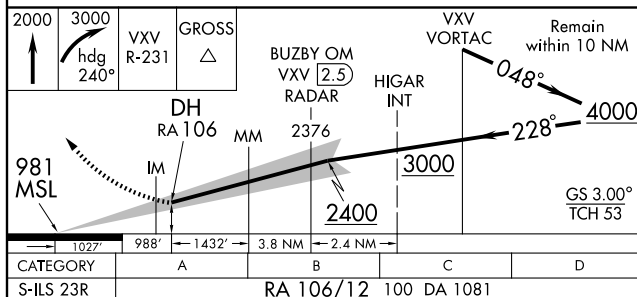
KNOXVILLE APP CON
123.9 360.8

KNOXVILLE TOWER
121.2 257.8

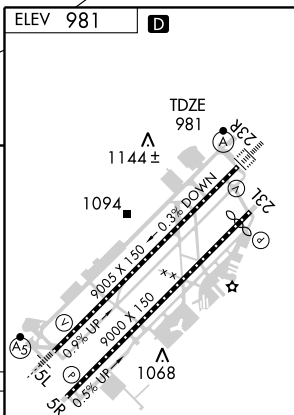
GND CON
121.9 348.6

CLNC DEL
121.65

SE-1, 26 AUG 2010 to 23 SEP 2010

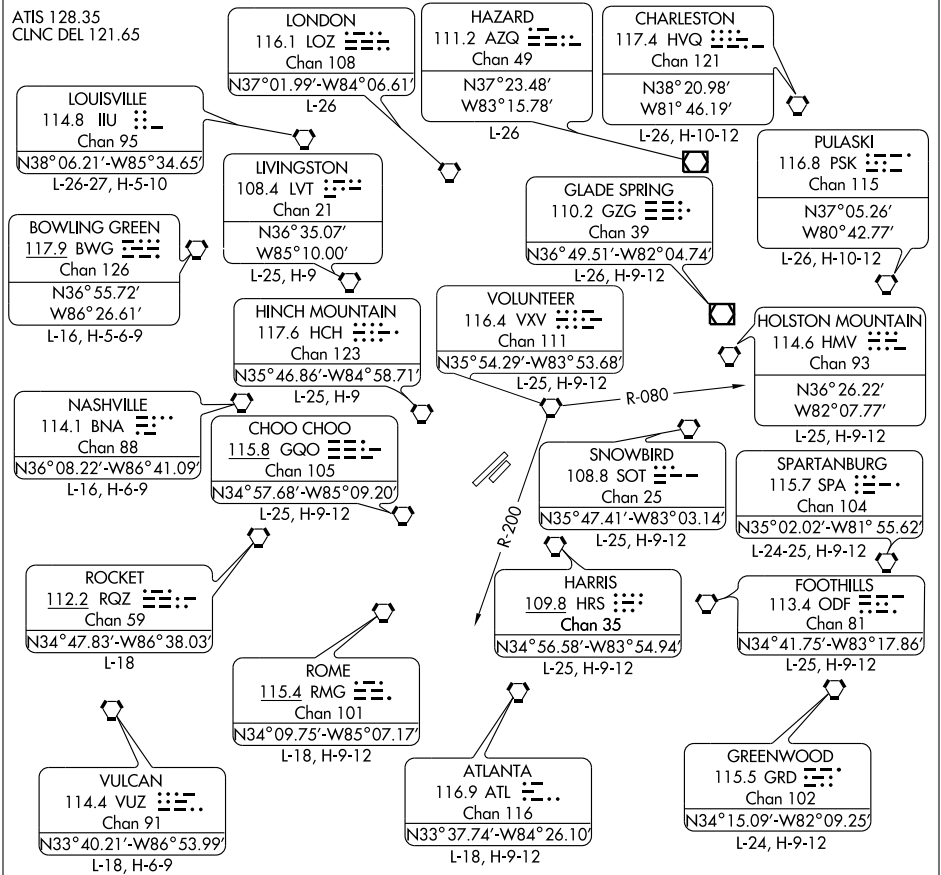


CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwy 5R and 23L
TDZ/CL Rwy 5R, 5L and 23R

ATIS 128.35
CLNC DEL 121.65



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS
CH **48802**
W05A

APP CRS
048°

Rwy Idg
TDZE **953**
Apt Elev **981**


RNAV (GPS) RWY 5L

KNOXVILLE/MCGHEE-TYSON (T'YS)

▼
ASR

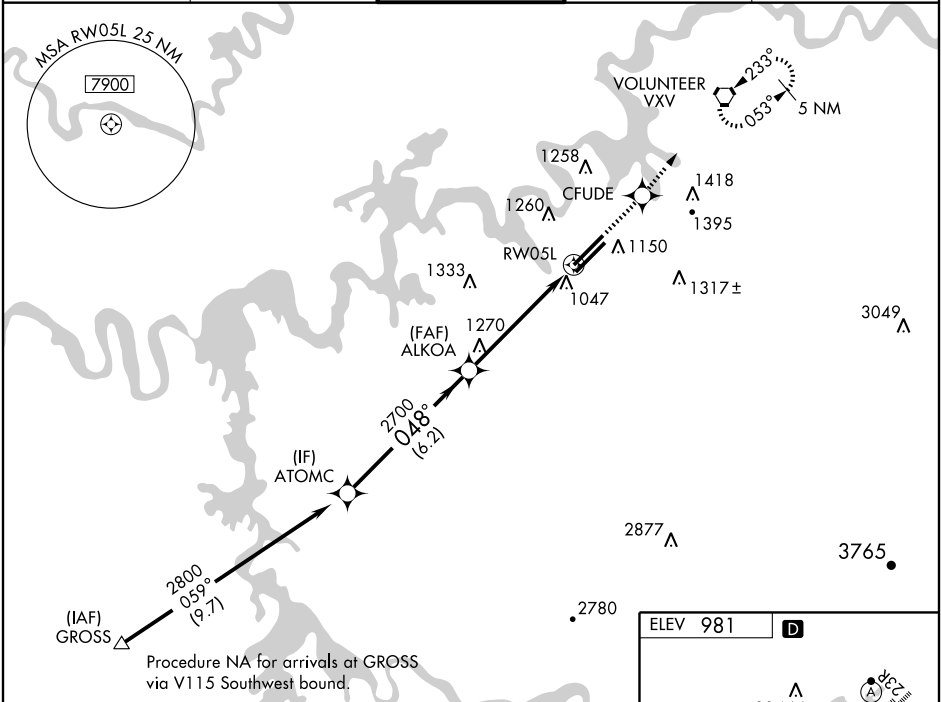
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 4000 direct CFUDE and via 043° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ATOMC

2800

Procedure Turn NA

GS 3.00° TCH 57

048°

ALKO

2700

6.2 NM

3.6 NM

1.7 NM

4000

CFUDE

tr 043°

VXV

* LNAV Only

* 1.7 NM to RW05L

RW05L

CATEGORY	A	B	C	D
LPV DA	1203/24 250 (300-½)			
LNAV/VNAV DA	1326/50 373 (400-1)			
LNAV MDA	1520/24 567 (600-½)	1520/50 567 (600-1)	1520/60 567 (600-1½)	
CIRCLING	1520-1½ 539 (600-1½)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	

ELEV 981 D

1144± Δ 1094 • 1130± Δ TDZE 953 9005 X 150 - 0.3% DOWN 9000 X 150 0.4% UP 9000 X 150 0.5% UP 1068 Δ

048° to RW05L

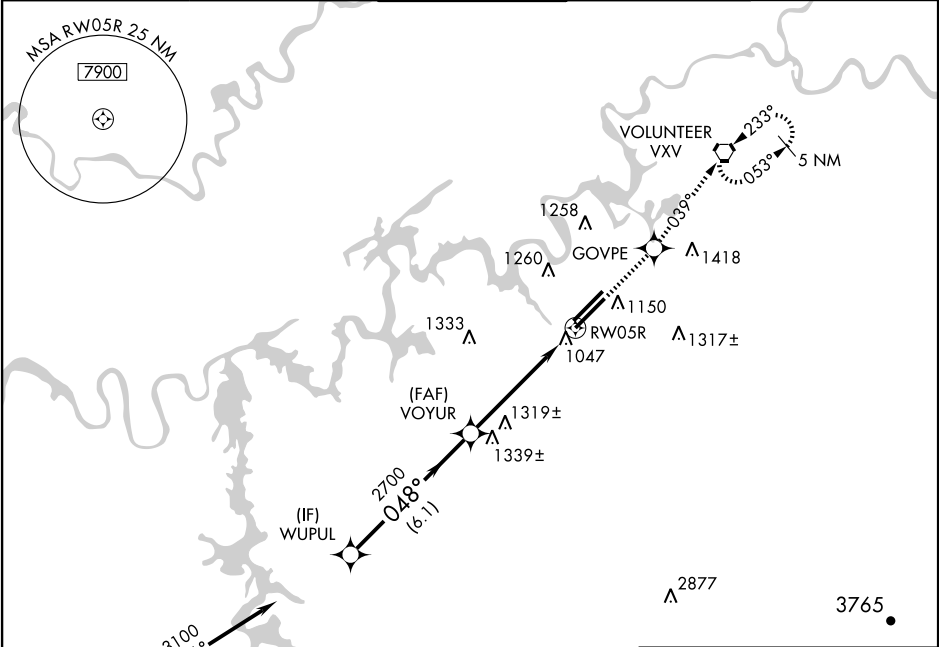
HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

WAAS CH 97410 W05B	APP CRS 048°	Rwy Idg TDZE Apt Elev	8600 959 981
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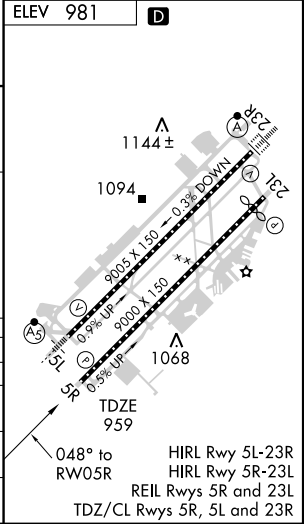
RNAV (GPS) RWY 5R
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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Procedure Turn NA		WUPUL	VOYUR	GOVPE	tr 039°	VXV
3100		048°	2700	*LNAV only.		
GS 3.00° TCH 43		6.1 NM	3.4 NM	1.9 NM	*1.9 NM to RW05R	
CATEGORY	A	B	C	D		
LPV DA	1276-1¼		317 (300-1¼)			
LNAV/VNAV DA	1471-2		512 (500-2)			
LNAV MDA	1580-1	621 (600-1)	1580-1¼	621 (600-2)	1580-2	621 (600-2)
CIRCLING	1580-1	599 (600-1)	1580-1¼	599 (600-1¼)	1620-2	639 (700-2)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-218 (FAA)

WAAS CH 90210 W23B	APP CRS 228°	Rwy Idg 8600 TDZE 965 Apt Elev 981
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RNAV (GPS) RWY 23L

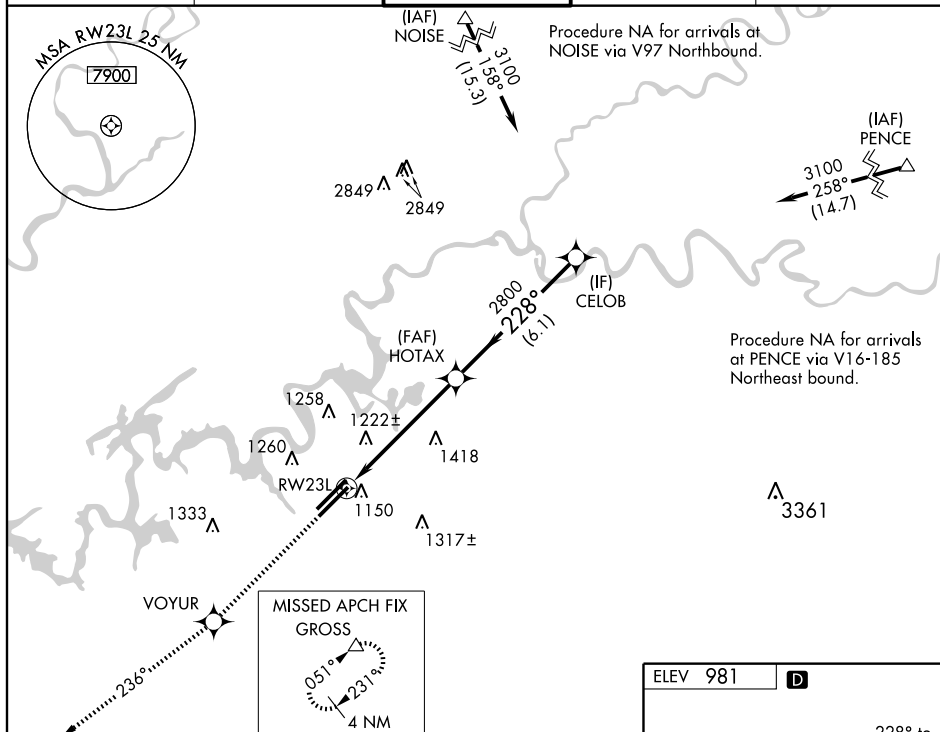
KNOXVILLE/MCGHEE-TYSON (TYS)

T
ASR

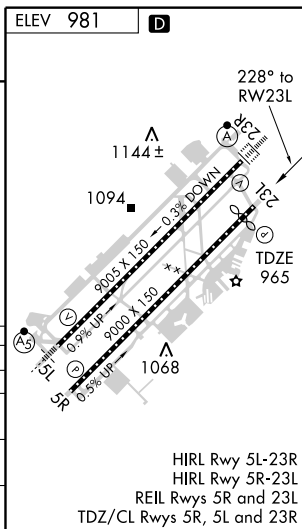
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct VOYUR and via 236° track to
GROSS and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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3000 ↑	VOYUR ✱	tr 236°	GROSS △	Procedure Turn NA
<p>*LNAV only.</p> <p>Diagram details: The flight path starts at RW23L (indicated by a dashed line). Segment A (1.8 NM) leads to a turn point. Segment B (3.8 NM) leads to a point labeled 2800. Segment C (6.1 NM) leads to CELOB. The turn angle is 228°. The altitude at CELOB is 3100. The ground speed is GS 3.00° and the terrain clearance height is TCH 50.</p>				
CATEGORY	A	B	C	D
LPV DA	1215/40		250 (300-¾)	
LNAV/ VNAV DA	1544-2		579 (600-2)	
LNAV MDA	1580/50 615 (600-1)		1580-1¾ 615 (600-1¾)	1580-2 615 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)



KNOXVILLE, TENNESSEE
Amdt 1 10210

35° 49'N - 84° 00'W

KNOXVILLE/MCGHEE-TYSON (TYS)
RNAV (GPS) RWY 23L

SE-1, 26 AUG 2010 to 23 SEP 2010

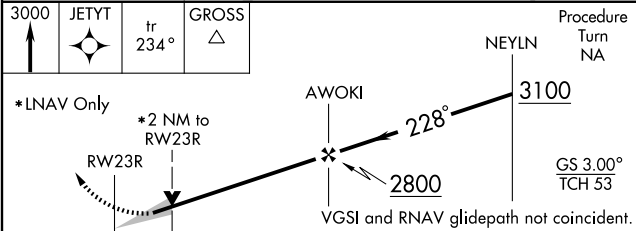
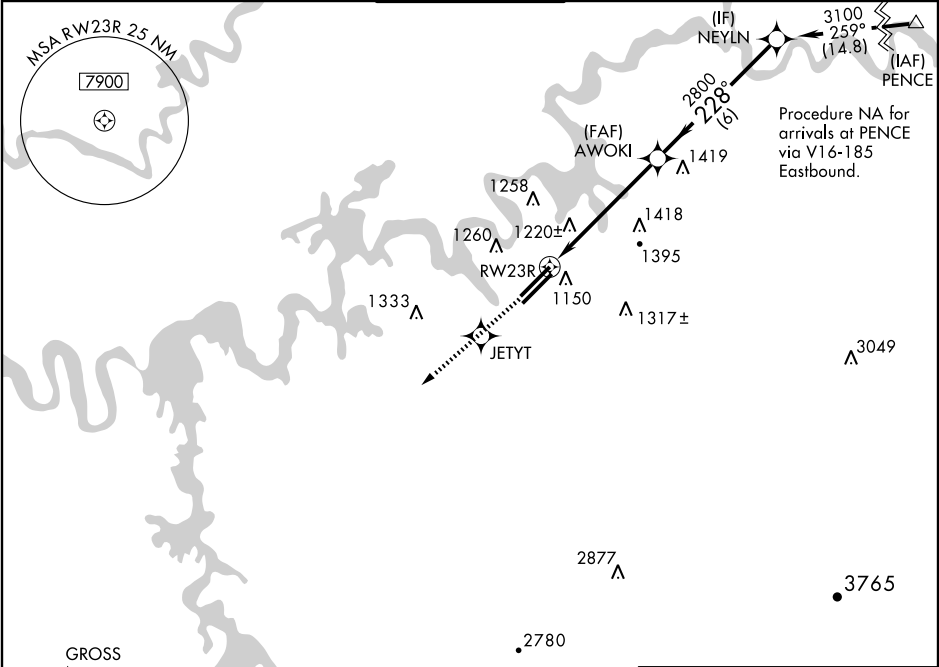
SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 81902 W23A	APP CRS 228°	Rwy Idg 9005 TDZE 981 Apt Elev 981
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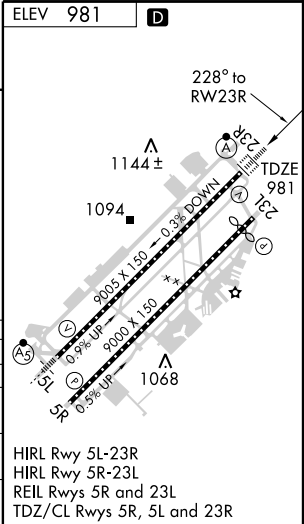
RNAV (GPS) RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

 For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116°F). DME/DME RNP-0.3 NA.	 MISSED APPROACH: Climb to 3000 direct JETYT and via 234° track to GROSS and hold.
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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	2 NM		3.4 NM		6 NM	
CATEGORY	A		B		C	
LPV DA	1231/24		250 (300-1/2)			
LNAV/VNAV DA	1550-1 1/2		569 (600-1 1/2)			
LNAV MDA	1680/24 699 (700-1/2)		1680-1 1/2 699 (700-1 1/2)		1680-1 3/4 699 (700-1 3/4)	
CIRCLING	1680-2 699 (700-2)				1680-2 1/4 699 (700-2 1/4)	




SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

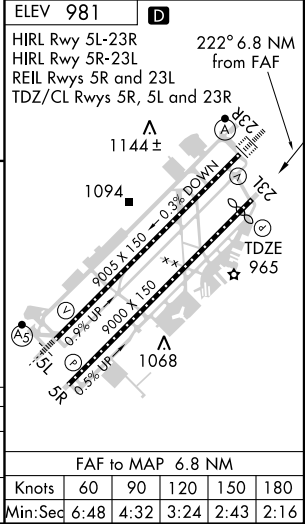
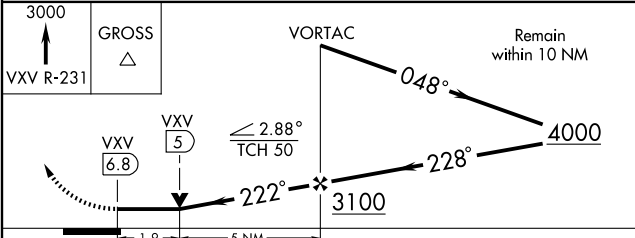
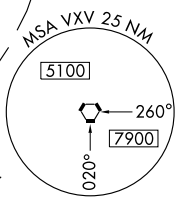
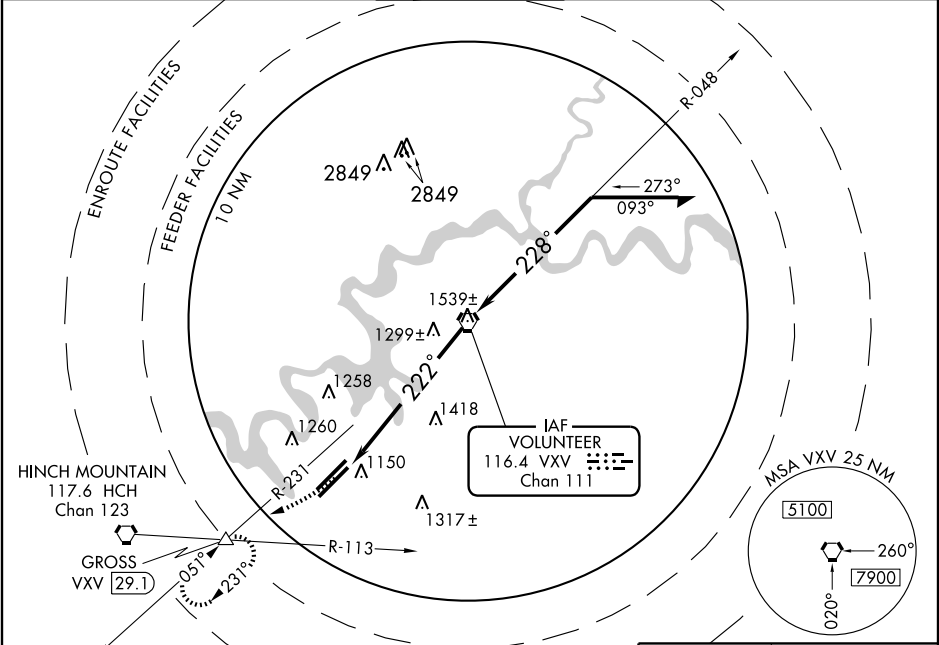
VOR/DME VXV 116.4 Chan 111	APP CRS 222°	Rwy Idg TDZE Apt Elev	8600 965 981
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VOR RWY 23L
KNOXVILLE/MCGHEE-TYSON (T'YS)


ASR

MISSED APPROACH: Climb to 3000 via
VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Seq	6:48	4:32	3:24	2:43	2:16

SE-1, 26 AUG 2010 to 23 SEP 2010

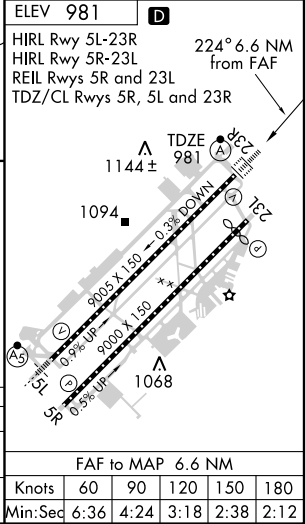
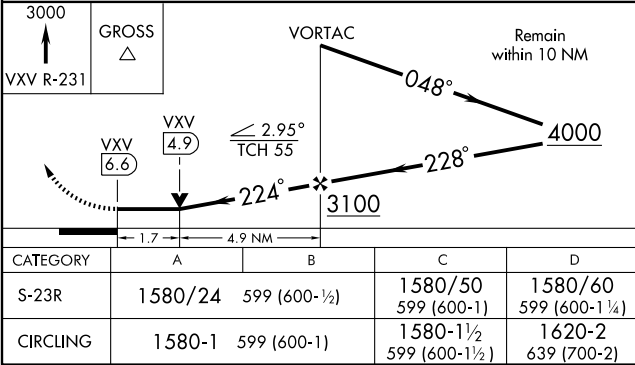
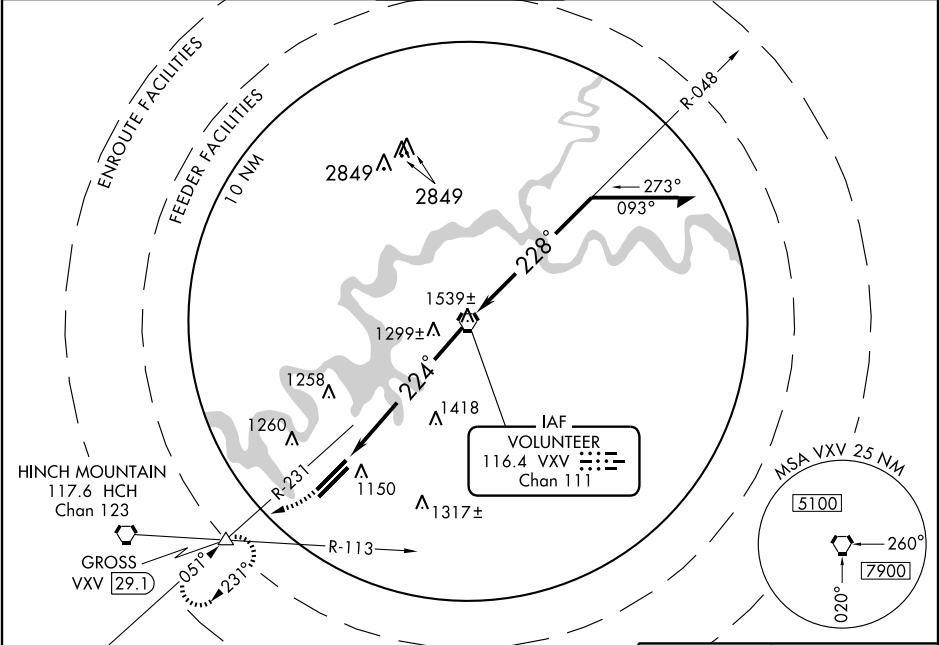
SE-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME VXV 116.4 Chan 111	APP CRS 224°	Rwy Idg TDZE Apt Elev	9005 981 981
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VOR RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR	ALSF-2	MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

Mc GHEE TYSON (TYS) 10 S UTC-5(-4DT) N35°48.66' W83°59.64'
 981 B S4 FUEL 100LL, JET A, J8 OX 1 LRA Class I, ARFF Index C
 NOTAM FILE TYS

ATLANTA

H-9A, 12G, L-25B

IAP, AD

RWY 05L-23R: H9005X150 (CONC-GRVD) S-90, D-200, 2S-175,
 2D-350, 2D/2D2-540 HIRL CL

RWY 05L: MALSR. TDZL. VASI(V4L)—GA 2.7°TCH 75'. Tree.

0.9% up.

RWY 23R: ALSF2. TDZL. VASI(V4L)—GA 3.0°TCH 56'. Rgt tfc.

0.3% down.

RWY 05R-23L: H9000X150 (ASPH-GRVD) S-75, D-200, 2S-175,
 2D-270 HIRL CL

RWY 05R: TDZL. REIL. PAPI(P4L)—GA 3.0°TCH 43'. Rgt tfc.

0.5% up.

RWY 23L: REIL. PAPI(P4L)—GA 3.0°TCH 55'. Thld dsplcd 400'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05R: TORA-9000 TODA-9000 ASDA-8600 LDA-8600

RWY 23L: TORA-9000 TODA-9000 ASDA-9000 LDA-8600

AIRPORT REMARKS:

Attended continuously. CAUTION: Birds on and in/ov arpt, increased Oct-Apr. Hold short line for Rwy 23L located

slightly N of Twy A-8. Portion of Twy A near Rwy 5R apch end not

visible from twr. Wide-bodied acft use care when turning onto Twy

A from ramps 4, 5 and 6. PPR from Air National Guard for civil acft

to use Twys G1, G2, G3, G4, and G South of Twy G5. PPR to use Twy G1/Rwy 5L underrun. Contact

865-985-4371. Rwy 23L RVR touchdown. Pilots are requested to delay turns until after 2500' unless otherwise

advised to avoid noise sensitive areas. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (865) 981-4053. LLWAS.

COMMUNICATIONS: ATIS 128.35 UNICOM 122.95

RCO 122.3 122.2 (NASHVILLE RADIO)

Ⓡ **KNOXVILLE APP/DEP CON** 118.0 (051°-229°) 123.9 (230°-050°) 120.65 132.8

KNOXVILLE TOWER 121.2 **GND CON** 121.9 **CLNC DEL** 121.65

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29' W83°53.68' 224° 7.4 NM to fld. 1290/03W.

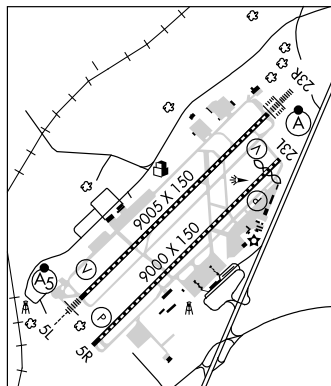
HIWAS.

BENFI NDB (LOM) 353 TY N35°44.53' W84°04.87' 049° 5.9 NM to fld.

ILS 110.3 I-TYS Rwy 05L. Class IA. LOM BENFI NDB. BC unusable.

ILS 111.7 I-BUI Rwy 23R LOC unusable byd 15 NM blo 3,000' and byd 15° rgt of course.

ASR



LAFAYETTE MUNI (3M7) 2 W UTC-6(-5DT) N36°31.20' W86°03.48'

969 B S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 01-19: H5200X75 (ASPH) S-21, D-31 MIRL 0.5% up S

RWY 01: REIL. VASI(V2L)—GA 3.5°TCH 24'. Thld dsplcd 200'.

RWY 19: REIL. VASI(V2L)—GA 3.0°TCH 21'. P-line.

AIRPORT REMARKS:

Attended Mon-Sat 1430-2300Z±, Sun

1800-2300Z±. For attendant after hrs call 615-666-4408.

ACTIVATE VASI Rwy 01 and 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NASHVILLE APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 141° 30.7 NM to fld.

565/02E.

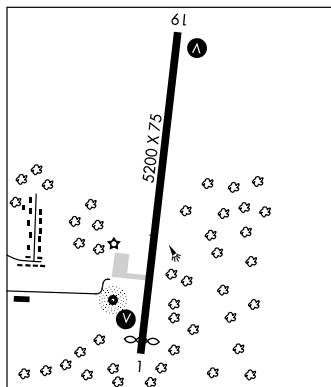
NDB (MHW) 245 LFB N36°30.91' W86°03.66' at fld.

NOTAM FILE BNA.

ST LOUIS

H-6K, 9A, L-16J

IAP



AL-6653 (FAA)

NDB LFB <u>245</u>	APP CRS 194°	Rwy Idg 5200 TDZE 961 Apt Elev 969
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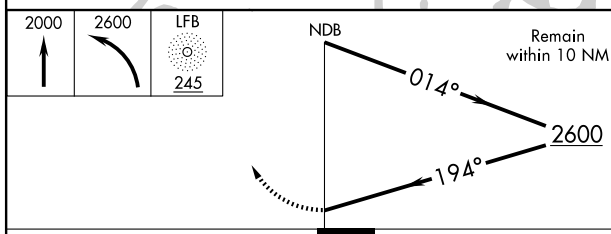
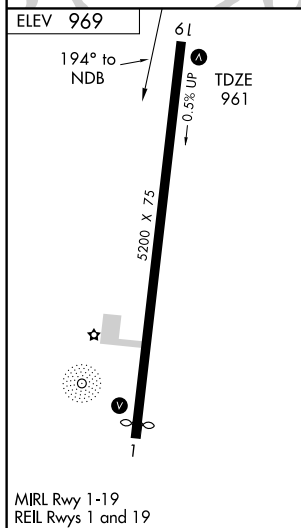
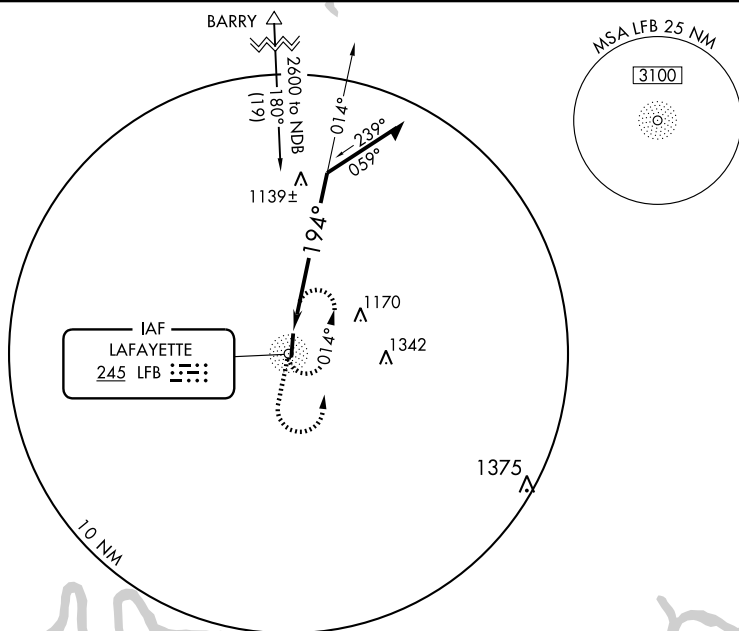
NDB RWY 19
LAFAYETTE MUNI (3M7)

T Visibility reduction by helicopters NA. Obtain local
A altimeter setting on CTAF; when not received, use
NA Bowling Green altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

LAFAYETTE, TENNESSEE
Amdt 3 09099

36° 31'N-86° 03'W

LAFAYETTE MUNI (3M7)
NDB RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS

CH **57917**

W01A

APP CRS

008°

Rwy Idg

5000

TDZE

969

Apt Elev

969

RNAV (GPS) RWY 1

LAFAYETTE MUNI (3M7)

▽

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

MISSED APPROACH:
Climb to 3000 direct OZESI and hold.

NASHVILLE APP CON

118.4 360.7

UNICOM

122.8 (CTAF) 0

MISSED APCH FX

4 NM

188°

008°

OZESI

OZESI

3000 to HETAP

188° (23.5)

Λ 1170

Λ 1342

1139±

1159±

RW01

KUTKE

2.1 NM to RW01

(FAF) CUMDI

Λ 1375

2600

008°

(7)

(IF/IAF) HETAP

188°

4 NM

MSA RW01 25 NM

3100

ELEV 969

MIRL Rwy 1-19

REIL Rws 1 and 19

61

5200 X 75

TDZE 969

008° to RW01

4 NM Holding Pattern

HETAP

VGSI and RNAV glidepath not coincident.

CUMDI

KUTKE

2.1 NM to RW01

*1.1 NM to RW01

RW01

3000

OZESI

*LNAV only.

GS 3.00°

TCH 45

188°

008°

008°

2600

*1680

7 NM

2.8 NM

1 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA		1318-1¼	349 (400-1¼)	
LNAV/VNAV DA		1452-1¾	483 (500-1¾)	
LNAV MDA	1400-1	431 (500-1)	1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)

LAFAYETTE, TENNESSEE

Orig 03JUN10

36°31'N - 86°03'W

LAFAYETTE MUNI (3M7)

RNAV (GPS) RWY 1

LAWRENCEBURG—LAWRENCE CO

(2M2) 3 NE UTC-6(-5DT) N35°14.06' W87°15.48'

ATLANTA

936 B FUEL 100LL, JET A NOTAM FILE MKL

H-6K, 9A, L-16I

RWY 17-35: H5003X100 (ASPH) S-15 MIRL

IAP

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Pole.

AIRPORT REMARKS: Attended 1400-2300Z†. For after hrs svc contact

931-829-2652 or 931-242-8701.

WEATHER DATA SOURCES: AWOS-3 120.175 (931) 766-1585.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

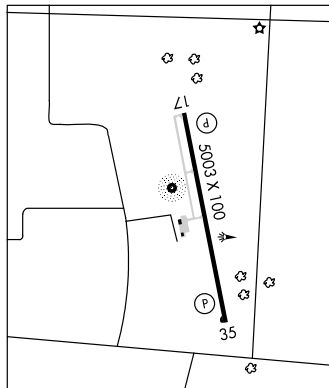
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 019° 33.6 NM to fld. 580/01E.

NDB (MHW) 269 LRT N35°14.13' W87°15.64' at fld.

NOTAM FILE MKL. NDB unmonitored 2300-1400Z†. NDB unusable byd 25 NM.



LEBANON MUNI

(M54) 2 SW UTC-6(-5DT) N36°11.42' W86°18.94'

ST LOUIS

588 B S4 FUEL 100LL, JET A NOTAM FILE BNA

H-6K, 9A, L-16I

RWY 01-19: H5000X100 (ASPH) S-24, D-37 MIRL 0.8% up S

IAP

RWY 01: REIL. PAPI(P2L). Thld dsplcd 400'. Trees.

RWY 19: REIL. PAPI(P2L). Thld dsplcd 500'. Road.

RWY 04-22: 1801X150 (TURF)

RWY 22: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-5000 TODA-5000 ASDA-4680 LDA-4527

RWY 19: TORA-5000 TODA-5000 ASDA-4847 LDA-4527

AIRPORT REMARKS: Attended 1300-0100Z†, CLOSED Thanksgiving,

Christmas and New Years day. For svc after hrs call

615-444-0031. Bird activity on and invof arpt. Rwy 04-22

marked with 3' white cones. Rwy 04-22 dsplcd thlds marked with three white cones. Rwy 01 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.325 (615) 444-5778.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ NASHVILLE APP/DEP CON 118.4

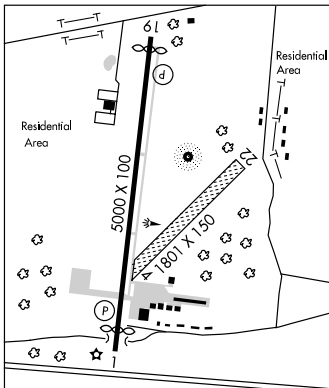
GCO 135.075 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 082° 18.2 NM to fld. 570/02W.

NDB (MHW) 414 JUE N36°11.53' W86°18.83' at fld. NDB unmonitored 0300-1200Z†.

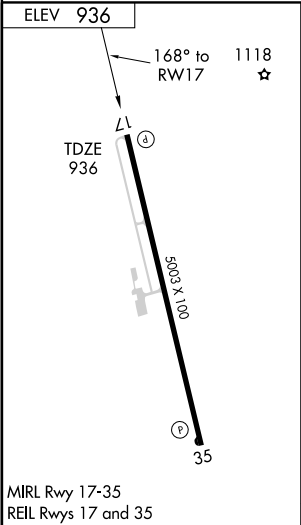
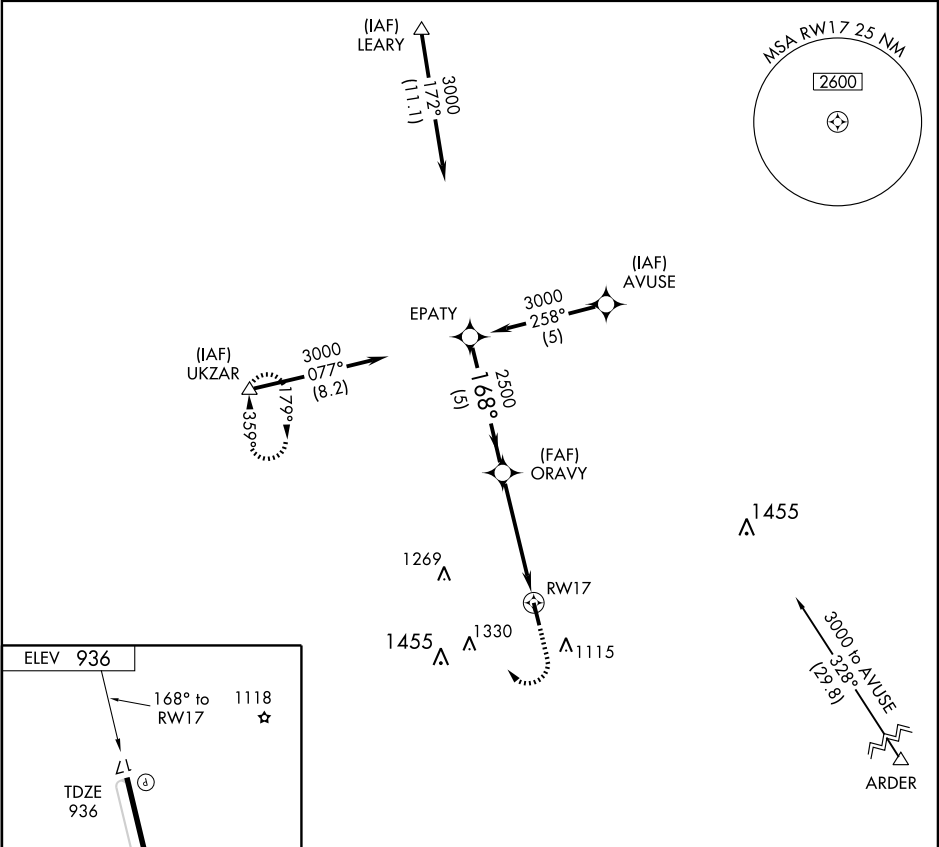


APP CRS	Rwy Idg	5003
168°	TDZE	936
	Apt Elev	936

GPS RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.	
AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)



EPTY		ORAVY		2000	3000	UKZAR
3000		2500		↑	↪	△
Procedure Turn NA		1.3 NM to RWY 17				
5 NM		3.5 NM		1.3 NM		
CATEGORY	A	B	C	D		
S-17	1380-1	444 (500-1)	NA			
CIRCLING	1420-1	484 (500-1)	NA			

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

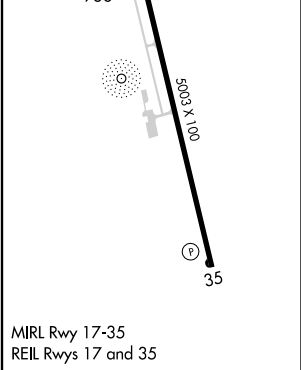
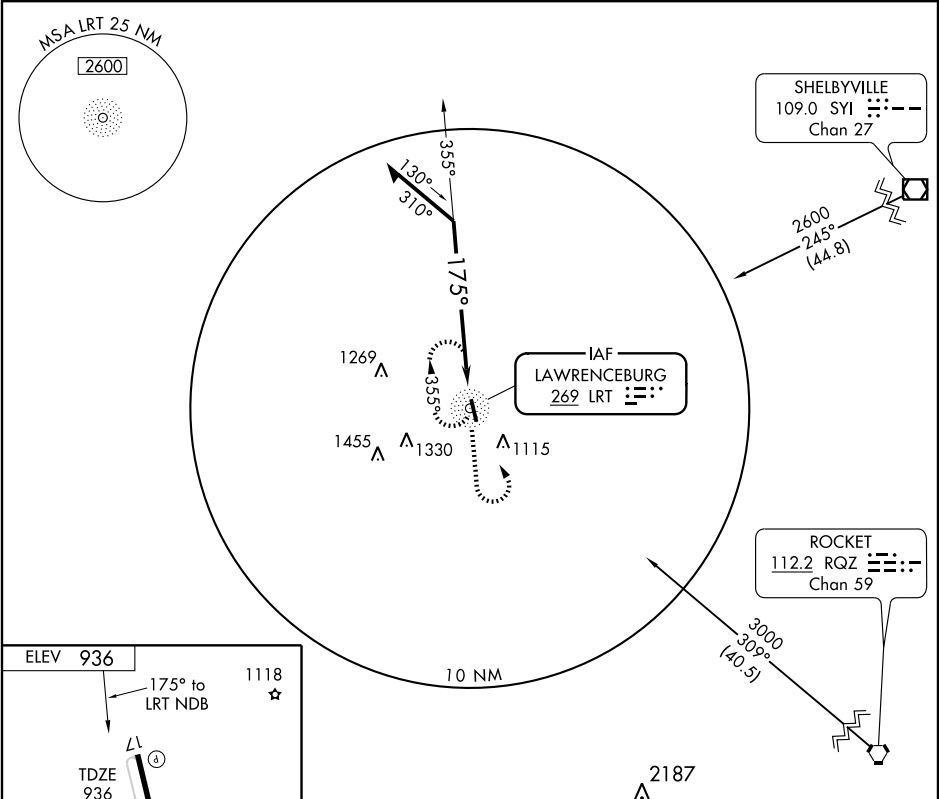
NDB LRT	APP CRS	Rwy Idg	5003
269	175°	TDZE	936
		Apt Elev	936

NDB RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

<p>▼ NA</p> <p>If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.</p>
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AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)
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Remain within 10 NM		NDB	2000	2500	LRT 269
355°		175°	↑	↶	○
CATEGORY	A	B	C	D	
S-17	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)	
CIRCLING	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)	

NDB RWY 17

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LAWRENCEBURG—LAWRENCE CO

(2M2) 3 NE UTC-6(-5DT) N35°14.06' W87°15.48'

ATLANTA

936 B FUEL 100LL, JET A NOTAM FILE MKL

H-6K, 9A, L-16J

RWY 17-35: H5003X100 (ASPH) S-15 MIRL

IAP

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Pole.

AIRPORT REMARKS: Attended 1400-2300Z. For after hrs svc contact 931-829-2652 or 931-242-8701.

WEATHER DATA SOURCES: AWOS-3 120.175 (931) 766-1585.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **MEMPHIS CENTER APP/DEP CON** 125.85

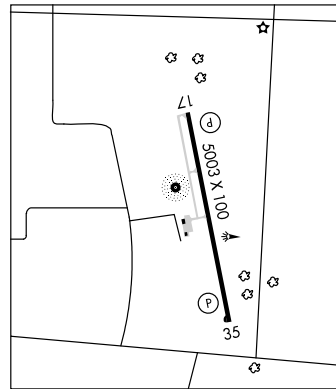
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 019° 33.6 NM to fld. 580/01E.

NDB (MHW) 269 LRT N35°14.13' W87°15.64' at fld.

NOTAM FILE MKL. NDB unmonitored 2300-1400Z. NDB unusable byd 25 NM.



LEBANON MUNI

(M54) 2 SW UTC-6(-5DT) N36°11.42' W86°18.94'

ST LOUIS

588 B S4 FUEL 100LL, JET A NOTAM FILE BNA

H-6K, 9A, L-16J

RWY 01-19: H5000X100 (ASPH) S-24, D-37 MIRL 0.8% up S

IAP

RWY 01: REIL. PAPI(P2L). Thld dspld 400'. Trees.

RWY 19: REIL. PAPI(P2L). Thld dspld 500'. Road.

RWY 04-22: 1801X150 (TURF)

RWY 22: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-5000 TODA-5000 ASDA-4680 LDA-4527

RWY 19: TORA-5000 TODA-5000 ASDA-4847 LDA-4527

AIRPORT REMARKS: Attended 1300-0100Z. CLOSED Thanksgiving, Christmas and New Years day. For svc after hrs call 615-444-0031. Bird activity on and invof arpt. Rwy 04-22 marked with 3' white cones. Rwy 04-22 dspld thlds marked with three white cones. Rwy 01 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.325 (615) 444-5778.

COMMUNICATIONS: CTAF/UNICOM 122.725

® **NASHVILLE APP/DEP CON** 118.4

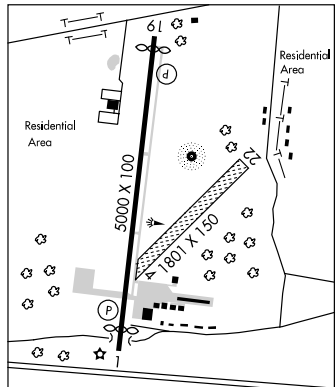
GCO 135.075 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 082° 18.2 NM to fld. 570/02W.

NDB (MHW) 414 JUE N36°11.53' W86°18.83' at fld. NDB unmonitored 0300-1200Z.



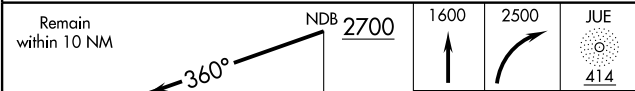
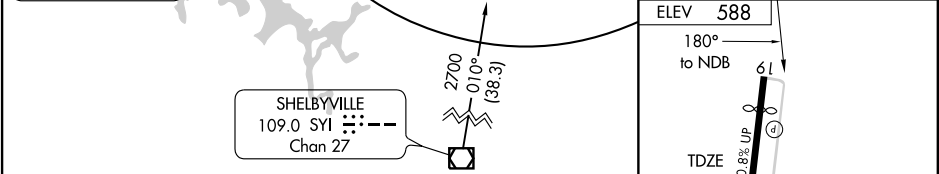
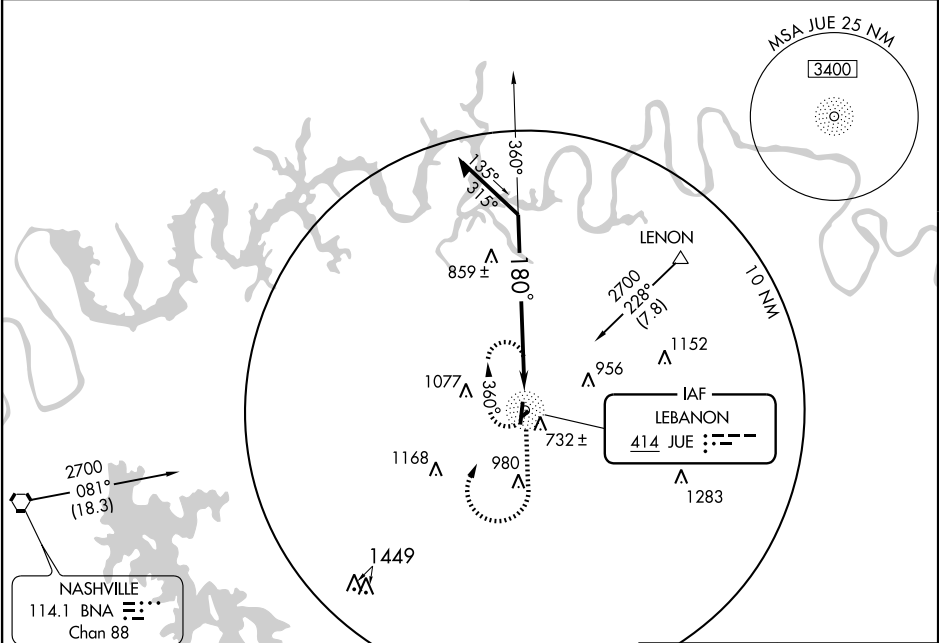
NDB JUE	APP CRS	Rwy Idg	4500
414	180°	TDZE	568
		Apt Elev	588

NDB RWY 19
LEBANON MUNI (M54)

⚠ NA
Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
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	1600	2500	JUE 414
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CATEGORY	A	B	C	D
S-19	1220-1	652 (700-1)	1220-1¾ 652 (700-1¾)	1220-2 652 (700-2)
CIRCLING	1220-1	632 (700-1)	1220-1¾ 632 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 65809 W01A	APP CRS 009°	Rwy Idg TDZE 588 Apt Elev 588	4527
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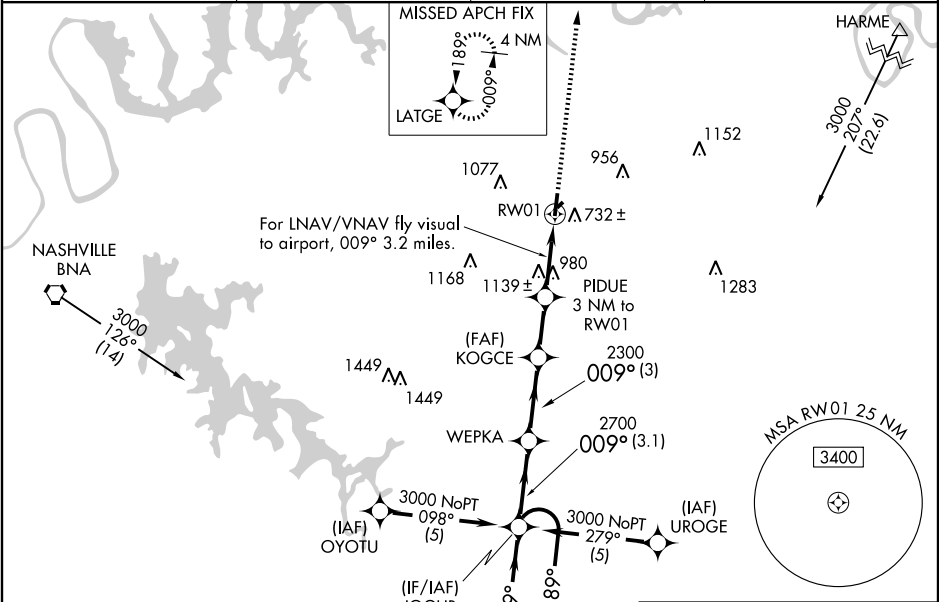
RNAV (GPS) RWY 1
LEBANON MUNI (M54)

▽
▲ NA

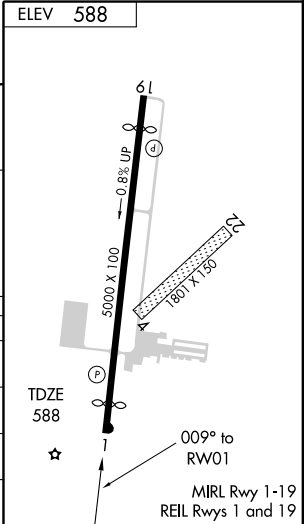
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
LATGE and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
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4 NM Holding Pattern JOGUB				
For LNAV/VNAV fly visual to airport, 009° 3.2 miles.				
3000 ← 189° → 009° → 009°				
GS 3.00° TCH 45				
VGSI and RNP glide-path not coincident.				
3.1 NM 3 NM 2.2 NM 3 NM				
CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

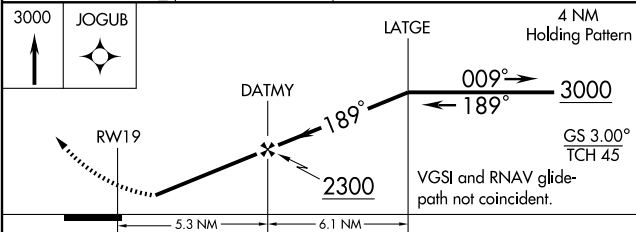
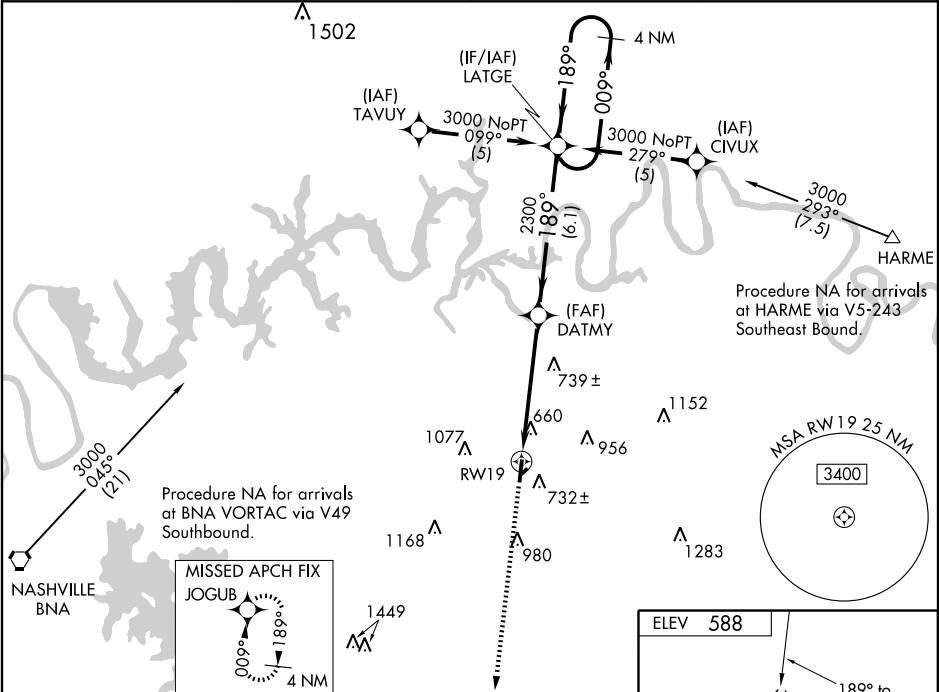
WAAS CH 90309 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	4500 568 588
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RNAV (GPS) RWY 19
LEBANON MUNI (M54)

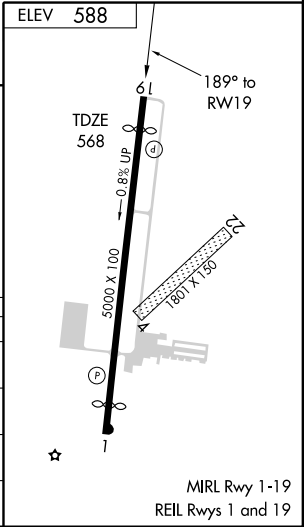
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct JOGUB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1	512 (600-1)	1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)



SE-1, 26 AUG 2010 to 23 SEP 2010

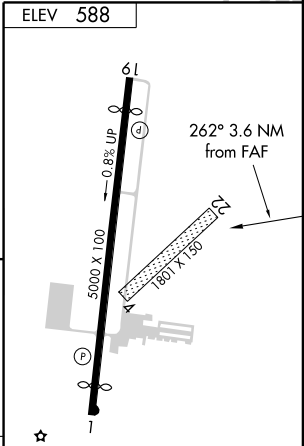
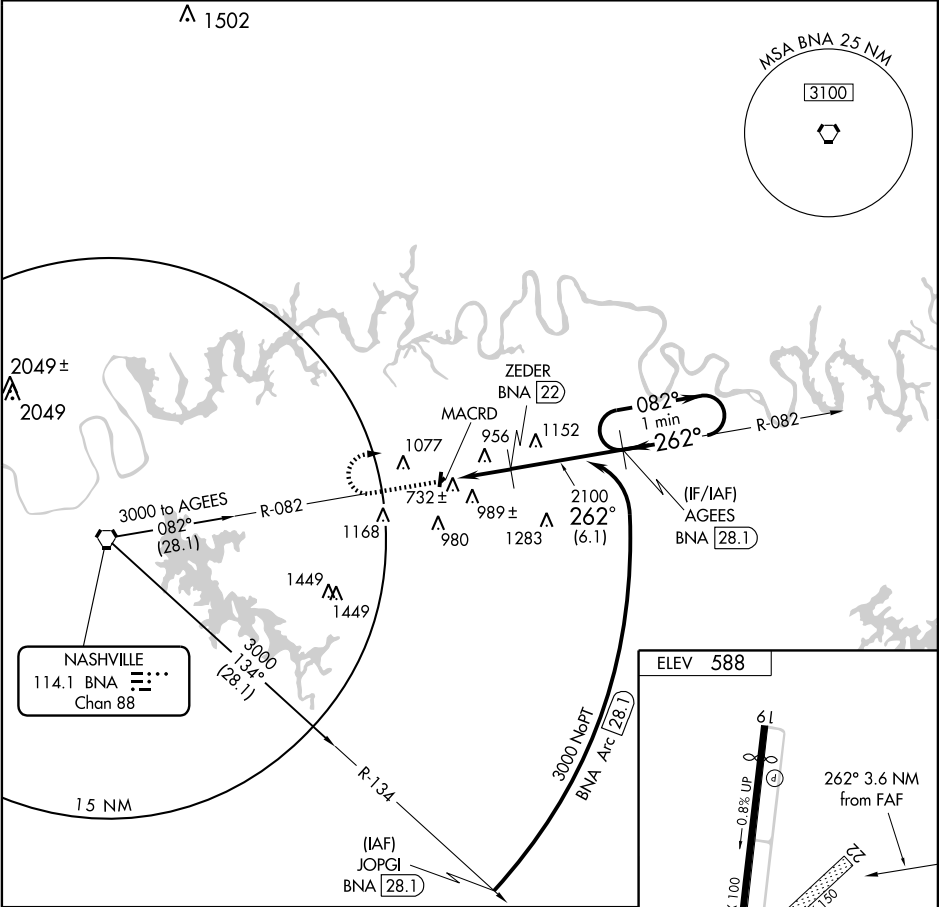
SE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BNA 114.1 Chan 88	APP CRS 262°	Rwy Idg TDZE Apt Elev 588	N/A N/A 588
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VOR/DME-A
LEBANON MUNI (M54)

<p>When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ¼ mile.</p>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.
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AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
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1500	3000	AGEES BNA [28.1]	AGEES BNA [28.1]	One Minute Holding Pattern
↑	↖	MACRD BNA [18.4]	ZEDER BNA [22]	082° → 3000
		262°	262°	
		2100		
		3.6	6.1 NM	
CATEGORY	A	B	C	D
CIRCLING	1240-1	652 (700-1)	1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LEWISBURG

ELLINGTON (LUG) 3 N UTC-6(-5DT) N35°30.42' W86°48.23'

717 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 02-20: H5002X75 (ASPH) S-28, D-41 MIRL

RWY 02: REIL. SAVASI(S2L)—GA 4.0°TCH 28'. Trees.

RWY 20: REIL. SAVASI(S2L)—GA 3.5°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†.

WEATHER DATA SOURCES: AWOS-3 135.775 (931) 270-1014.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

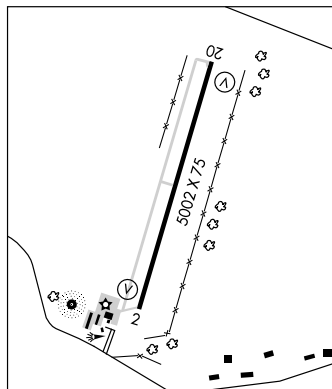
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 261° 18.2 NM to fld. 814/01W.

VERONA NDB (MHW) 251 LUG N35°30.03' W86°48.58' at fld.

NOTAM FILE MKL. Unmonitored 0100-1300Z†.



ATLANTA
H-6K, 9A, L-16J
IAP

LEXINGTON-PARSONS

BEECH RIVER RGNL (PVE) 5 NW UTC-6(-5DT) N35°39.38' W88°11.72'

488 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H6000X100 (CONC) S-45, D-60 MIRL 0.7% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2100Z†.

WEATHER DATA SOURCES: AWOS-3 118.125 (731)845-5738.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94' W88°21.53' 065° 8.7 NM to fld. 630/02E.

MEMPHIS
H-6J, L-16I
IAP

LINDEN

PERRY CO (M15) 3 SW UTC-6(-5DT) N35°35.75' W87°52.60'

740 B NOTAM FILE MKL

RWY 18-36: H3600X75 (ASPH) S-23 LIRL

RWY 18: REIL. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. CLOSED nights indefinitely. Rwy 18-36

GWT single wheel limited to 17000 lbs by arpt manager. Arpt bcn

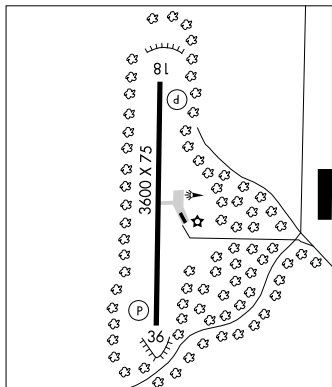
OTS indef. Rwy 18 and Rwy 36 REIL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 088° 23.6 NM to fld. 630/02E.



ATLANTA
L-16I

LIVINGSTON N36°35.07' W85°10.00' NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 216° 12.4 NM to Livingston Muni. 1020/2W.

RCO 122.1R 108.4T (NASHVILLE RADIO)

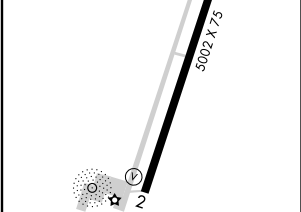
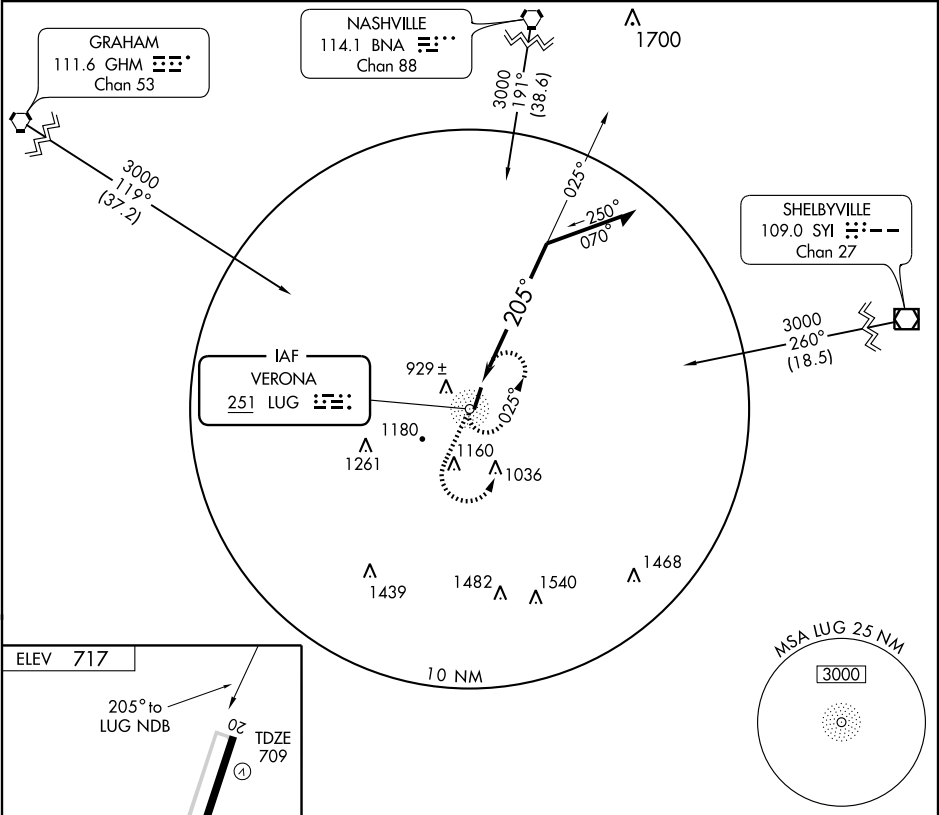
ST. LOUIS
H-9A, L-25A

NDB LUG	APP CRS	Rwy Idg	5002
251	205°	TDZE	709
		Apt Elev	717

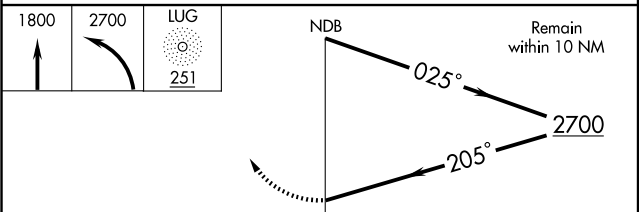
NDB RWY 20
LEWISBURG/ELLINGTON (LUG)

<p>▼ If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.</p>	<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold.</p>
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AWOS-3 135.775	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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REIL Rwy 2 and 20					
MIRL Rwy 2-20					
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-20	1280-1	571 (600-1)	1280-1½ 571 (600-1½)	1280-1¾ 571 (600-1¾)
CIRCLING	1280-1 563 (600-1)	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1580-2¾ 863 (900-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LEWISBURG

ELLINGTON (LUG) 3 N UTC-6(-5DT) N35°30.42' W86°48.23'

717 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 02-20: H5002X75 (ASPH) S-28, D-41 MIRL

RWY 02: REIL. SAVASI(S2L)—GA 4.0°TCH 28'. Trees.

RWY 20: REIL. SAVASI(S2L)—GA 3.5°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†.

WEATHER DATA SOURCES: AWOS-3 135.775 (931) 270-1014.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

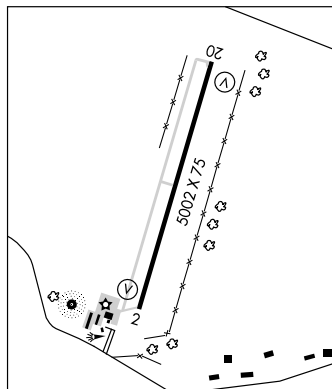
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 261° 18.2 NM to fld. 814/01W.

VERONA NDB (MHW) 251 LUG N35°30.03' W86°48.58' at fld.

NOTAM FILE MKL. Unmonitored 0100-1300Z†.



ATLANTA
H-6K, 9A, L-16J
IAP

LEXINGTON-PARSONS

BEECH RIVER RGNL (PVE) 5 NW UTC-6(-5DT) N35°39.38' W88°11.72'

488 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H6000X100 (CONC) S-45, D-60 MIRL 0.7% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2100Z†.

WEATHER DATA SOURCES: AWOS-3 118.125 (731)845-5738.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94' W88°21.53' 065° 8.7 NM to fld. 630/02E.

MEMPHIS
H-6J, L-16I
IAP

LINDEN

PERRY CO (M15) 3 SW UTC-6(-5DT) N35°35.75' W87°52.60'

740 B NOTAM FILE MKL

RWY 18-36: H3600X75 (ASPH) S-23 LIRL

RWY 18: REIL. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. CLOSED nights indefinitely. Rwy 18-36

GWT single wheel limited to 17000 lbs by arpt manager. Arpt bcn

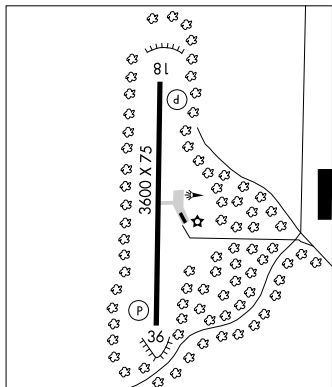
OTS indef. Rwy 18 and Rwy 36 REIL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 088° 23.6 NM to fld. 630/02E.



ATLANTA
L-16I

LIVINGSTON N36°35.07' W85°10.00' NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 216° 12.4 NM to Livingston Muni. 1020/2W.

RCO 122.1R 108.4T (NASHVILLE RADIO)

ST. LOUIS
H-9A, L-25A

WAAS CH 90116 W01A	APP CRS 014°	Rwy Idg TDZE Apt Elev	6000 467 488
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RNAV (GPS) RWY 1

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

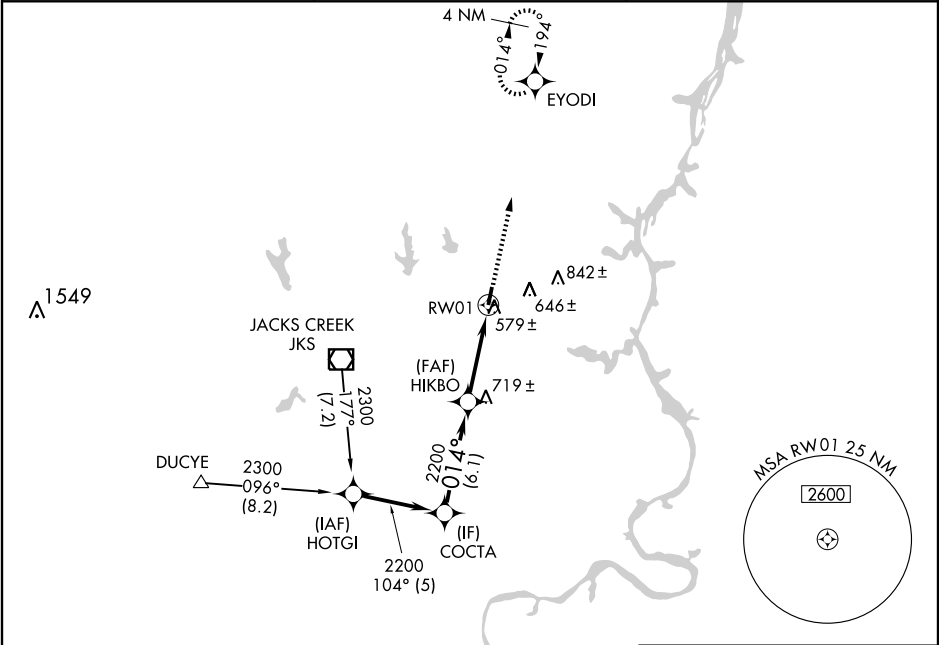
▼

NA

DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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Procedure Turn NA

* LNAV only

2500

EYODI

COCTA

HIKBO

RWY01

2200

014°

2200

1.4 NM to RWY01

6.1 NM

3.9 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA	740-1 254 (300-1)			
LNAV/VNAV DA	840-1½ 354 (400-1½)			
LNAV MDA	940-1	454 (500-1)	940-1¼ 454 (500-1¼)	940-1½ 454 (500-1½)
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)

ELEV 488

61

6000 x 100

0.7% UP

TDZE 486

014° to RWY01

MIRL Rwy 1-19

REIL Rwy 1 and 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

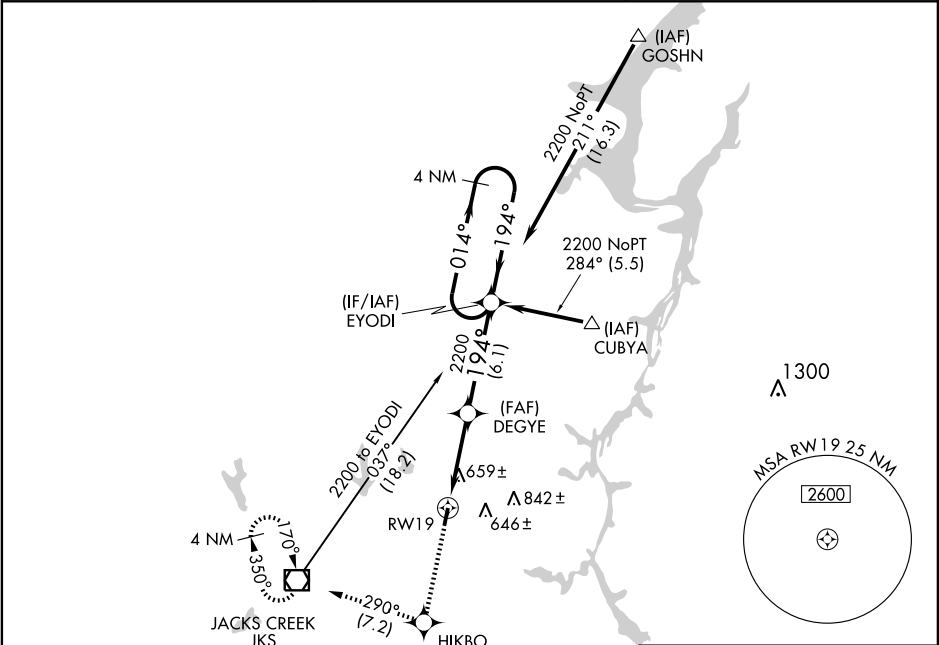
WAAS CH 97316 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	6000 488 488
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RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

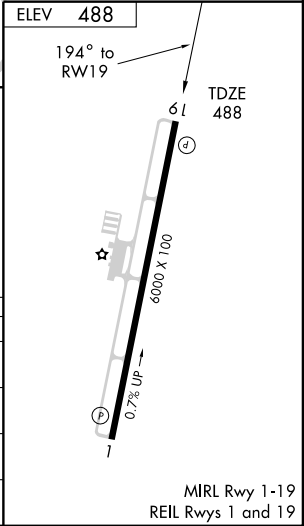
DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.	MISSED APPROACH: Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.
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AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at JKS VOR/DME via V124 westbound.

2500	HIKBO		JKS	DEGYE	EYODI	4 NM Holding Pattern
		TRK 290°				
*LNAV only						
GS 3.00° TCH 40						
CATEGORY	A	B	C	D		
LPV DA	740-1		252 (300-1)			
LNAV/ VNAV DA	980-1¾		492 (500-1¾)			
LNAV MDA	920-1	432 (500-1)	920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)		
CIRCLING	980-1¾		492 (500-1¾)		1040-2 552 (600-2)	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

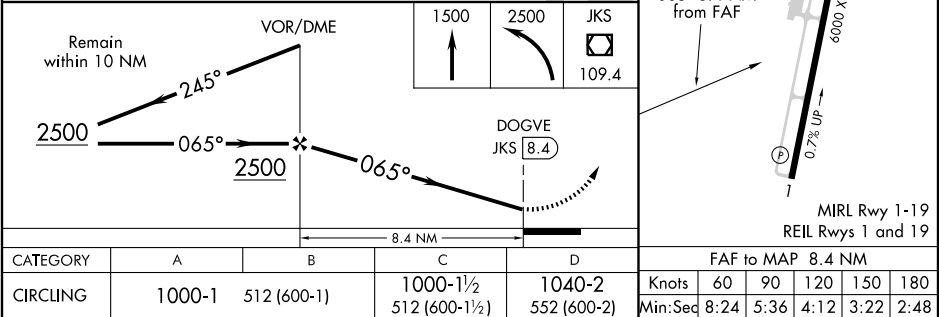
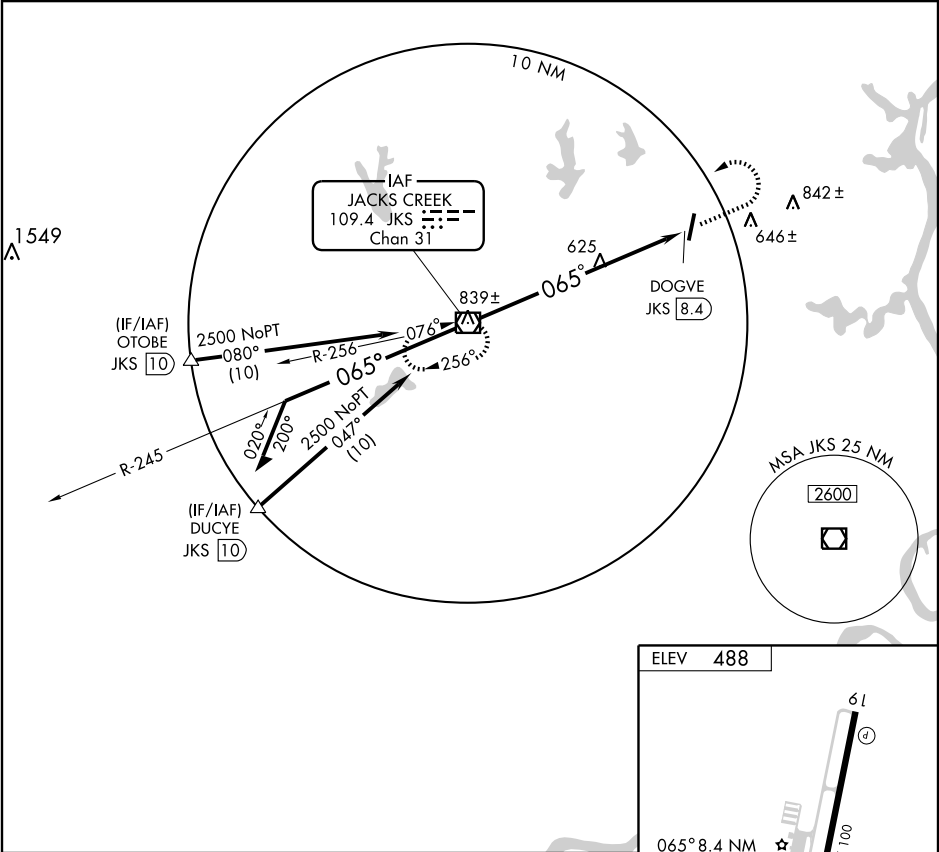
▼

▲NA

If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LIVINGSTON MUNI (8A3) 2 NE UTC-6(-5DT) N36°24.81' W85°18.63'

ST LOUIS

1372 B FUEL 100LL, JET A1 NOTAM FILE BNA

RWY 03-21: H5152X75 (ASPH) S-14, D-21 MIRL

RWY 03: REIL. VASI(V2L). Thld dspcd 145'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 4.0°TCH 21'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. After hours call for manager 931-823-1158 for svc. Parachute Jumping. Ultralight activity invof arpt.

WEATHER DATA SOURCES: AWOS-3 126.175 (931) 823-3329.

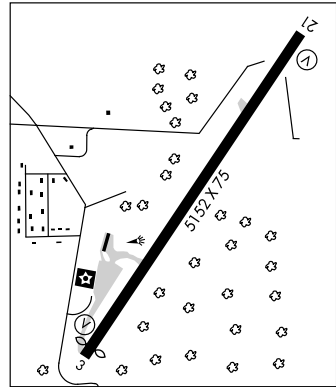
COMMUNICATIONS: CTA/UNICOM 122.8

RCO 122.1R 108.4T (NASHVILLE RADIO)

® INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 N36°35.07' W85°10.00'
216° 12.4 NM to fld. 1020/02W.



LOVELL FLD (See CHATTANOOGA)

MADISONVILLE N35°32.70' W84°22.98' NOTAM FILE BNA.

ATLANTA

NDB (MHW) 361 MNV at Monroe Co.

L-25B

MADISONVILLE

MONROE CO (MNV) 2 NW UTC-5(-4DT) N35°32.71' W84°22.82'

ATLANTA

1031 B S4 FUEL 100LL, JET A1+ NOTAM FILE BNA

L-25B

RWY 05-23: H3641X75 (ASPH) S-22, D-35 MIRL 0.8% up SW

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Tree.

RWY 23: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Thld dspcd 140'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Arpt unattended Christmas day.

WEATHER DATA SOURCES: AWOS-3 118.475 (423) 442-6170.

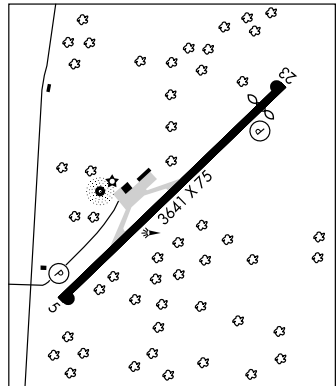
COMMUNICATIONS: CTA/UNICOM 123.0

® KNOXVILLE APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'
W84°58.71' 118° 32.5 NM to fld. 3040/02W. HIWAS.

MADISONVILLE NDB (MHW) 361 MNV N35°32.70' W84°22.98'
at fld. NOTAM FILE BNA.



MARION CO-BROWN FLD (See JASPER)

MARK ANTON (See DAYTON)

MARTIN CAMPBELL FLD (See COPPERHILL)


MAURY CO (See COLUMBIA/MOUNT PLEASANT)

Mc GHEE TYSON (See KNOXVILLE)

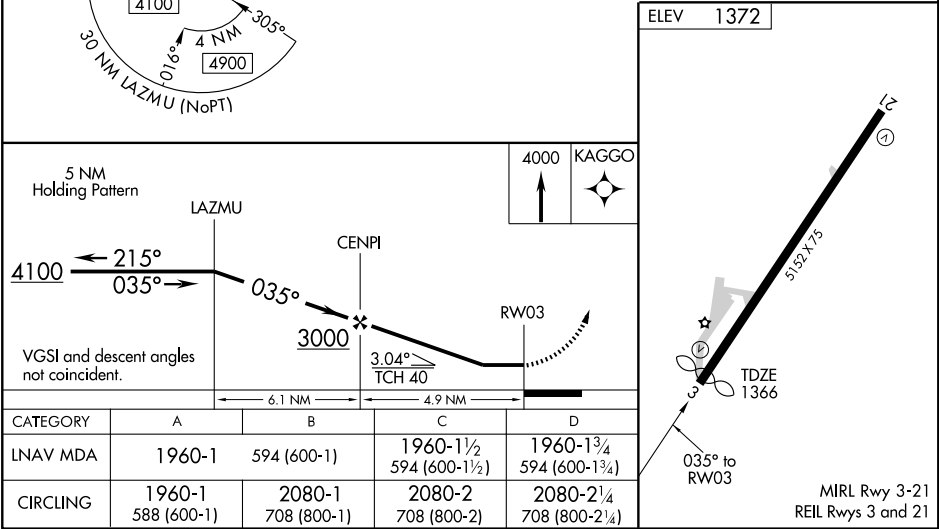
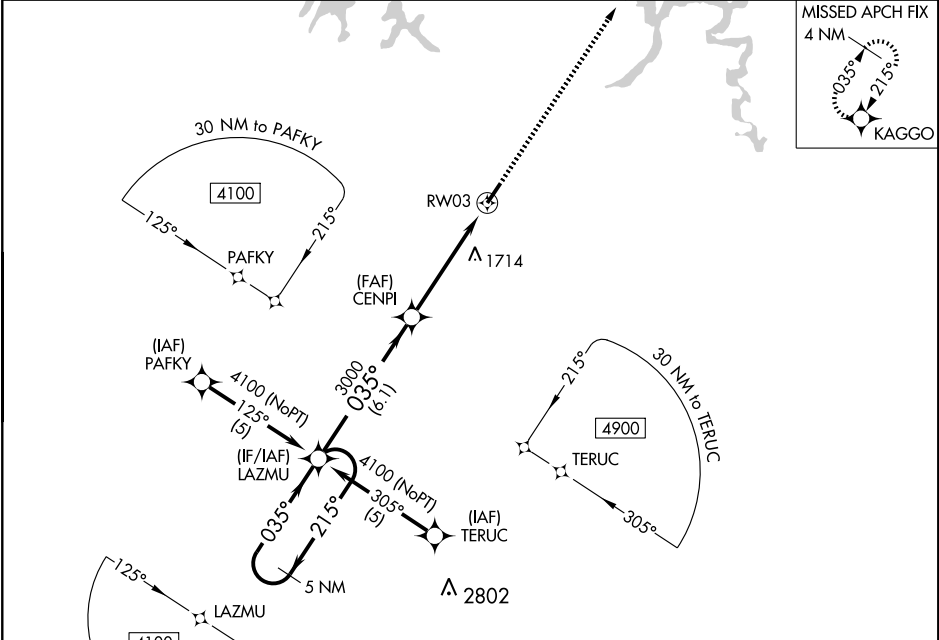
McKELLAR-SIPES RGNL (See JACKSON)

APP CRS 035°	Rwy Idg	5152
	TDZE	1366
	Apt Elev	1372

RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

 NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.	MISSED APPROACH: Climb to 4000 direct KAGGO and hold.
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AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

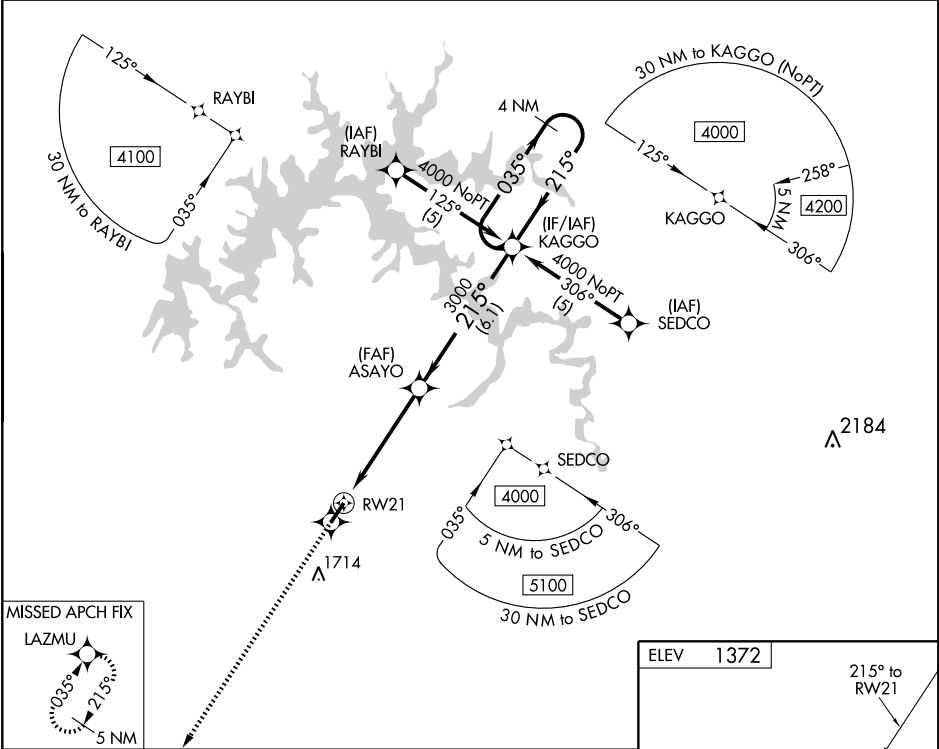
SE-1, 26 AUG 2010 to 23 SEP 2010



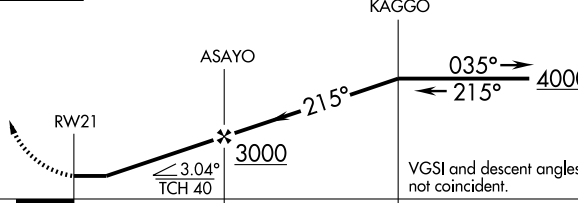
APP CRS	Rwy Idg	5152
215°	TDZE	1372
	Apt Elev	1372

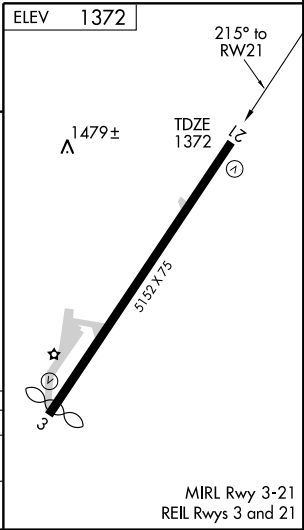
RNAV (GPS) RWY 21
LIVINGSTON MUNI (8A3)

<p>▼ NA</p>	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.</p>	<p>MISSED APPROACH: Climb to 4100 direct LAZMU and hold.</p>
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AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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4100	LAZMU				
					
					
CATEGORY	A	B	C	D	
LNAV MDA	1760-1 388 (400-1)			1760-1¼ 388 (400-1¼)	
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

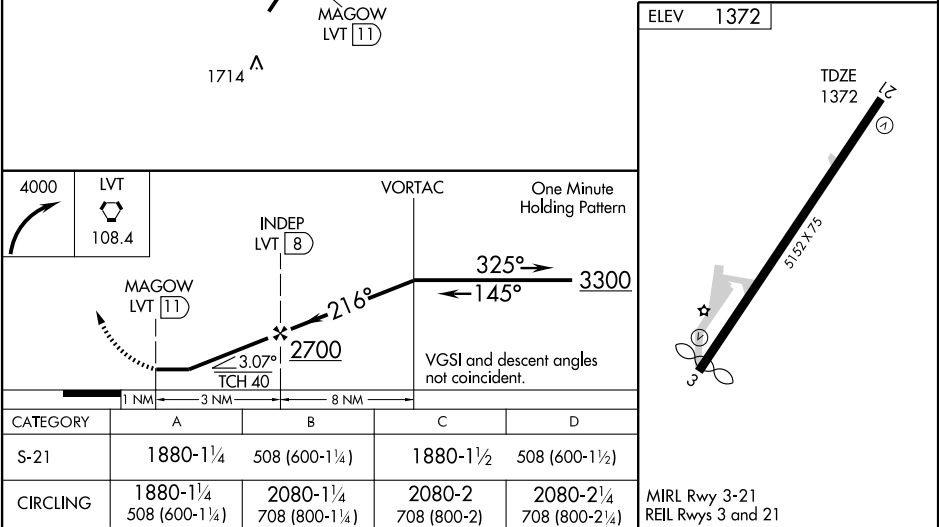
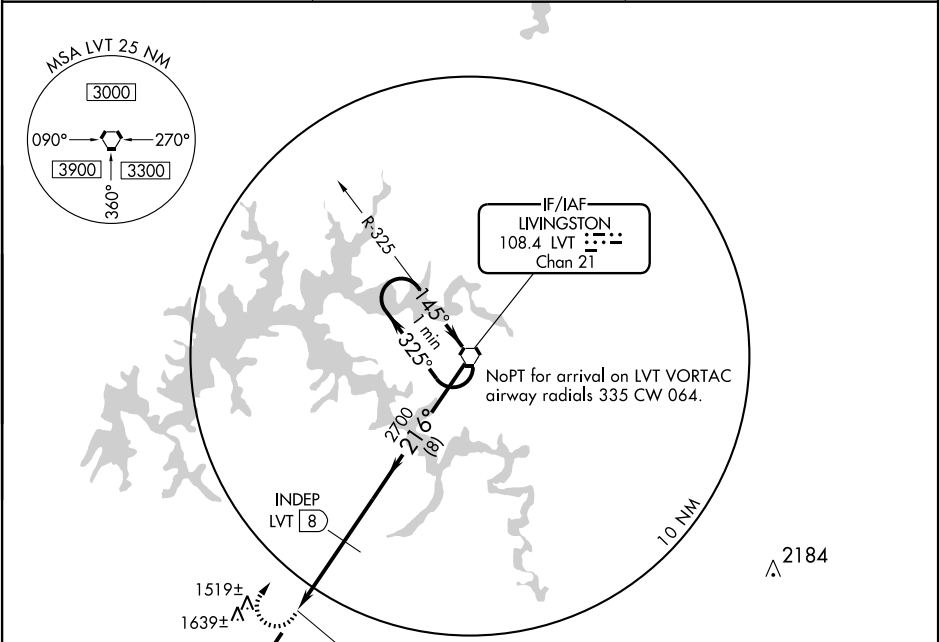
▼

NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ½ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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LIVINGSTON MUNI (8A3) 2 NE UTC-6(-5DT) N36°24.81' W85°18.63'

ST LOUIS

1372 B FUEL 100LL, JET A1 NOTAM FILE BNA

RWY 03-21: H5152X75 (ASPH) S-14, D-21 MIRL

RWY 03: REIL. VASI(V2L). Thld dspcd 145'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 4.0°TCH 21'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. After hours call for manager 931-823-1158 for svc. Parachute Jumping. Ultralight activity invof arpt.

WEATHER DATA SOURCES: AWOS-3 126.175 (931) 823-3329.

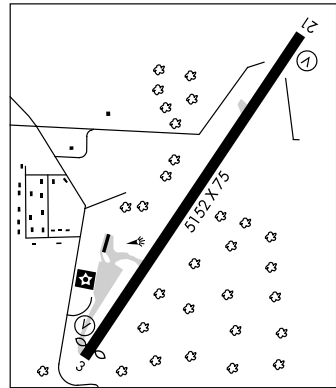
COMMUNICATIONS: CTA/UNICOM 122.8

RCO 122.1R 108.4T (NASHVILLE RADIO)

® INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 N36°35.07' W85°10.00'
216° 12.4 NM to fld. 1020/02W.



LOVELL FLD (See CHATTANOOGA)

MADISONVILLE N35°32.70' W84°22.98' NOTAM FILE BNA.

ATLANTA

NDB (MHW) 361 MNV at Monroe Co.

L-25B

MADISONVILLE

MONROE CO (MNV) 2 NW UTC-5(-4DT) N35°32.71' W84°22.82'

ATLANTA

1031 B S4 FUEL 100LL, JET A1+ NOTAM FILE BNA

L-25B

RWY 05-23: H3641X75 (ASPH) S-22, D-35 MIRL 0.8% up SW

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Tree.

RWY 23: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Thld dspcd 140'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Arpt unattended Christmas day.

WEATHER DATA SOURCES: AWOS-3 118.475 (423) 442-6170.

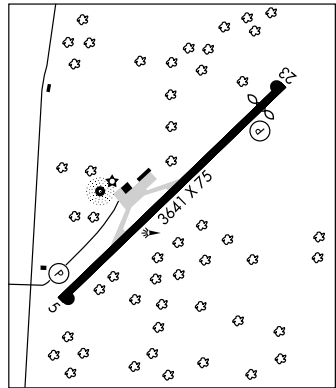
COMMUNICATIONS: CTA/UNICOM 123.0

® KNOXVILLE APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'
W84°58.71' 118° 32.5 NM to fld. 3040/02W. HIWAS.

MADISONVILLE NDB (MHW) 361 MNV N35°32.70' W84°22.98'
at fld. NOTAM FILE BNA.



MARION CO-BROWN FLD (See JASPER)

MARK ANTON (See DAYTON)

MARTIN CAMPBELL FLD (See COPPERHILL)

MAURY CO (See COLUMBIA/MOUNT PLEASANT)

Mc GHEE TYSON (See KNOXVILLE)

McKELLAR-SIPES RGNL (See JACKSON)

APP CRS	Rwy Idg	3641
048°	TDZE	1031
	Apt Elev	1031

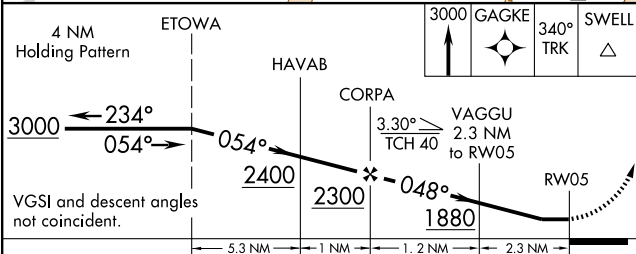
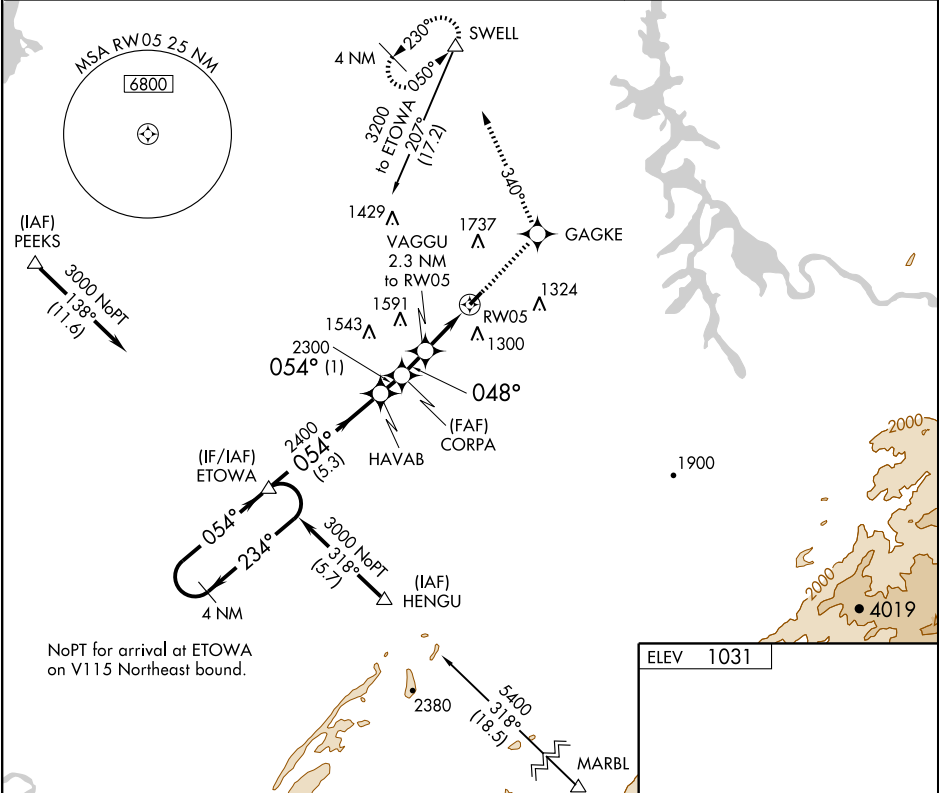
RNAV (GPS) RWY 5
MADISONVILLE/ MONROE COUNTY (MNV)

⚠ Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

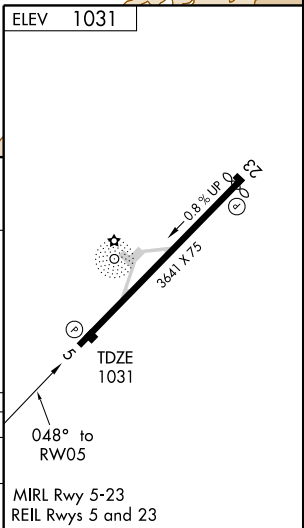
⚠ NA When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH:
Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA
CIRCLING	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3501
231°	TDZE	1002
	Apt Elev	1031

RNAV (GPS) RWY 23

MADISONVILLE/ MONROE COUNTY (MNV)

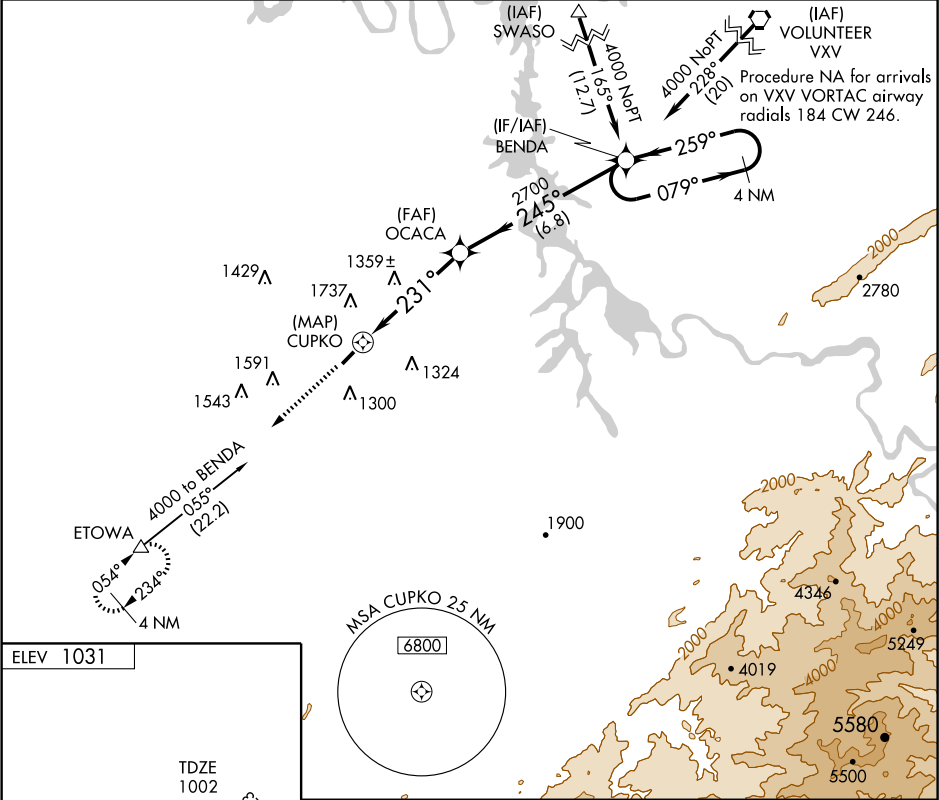
▼

▲ NA

Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ½ mile.

MISSED APPROACH:
Climb to 3000 direct
ETOWA and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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ELEV 1031



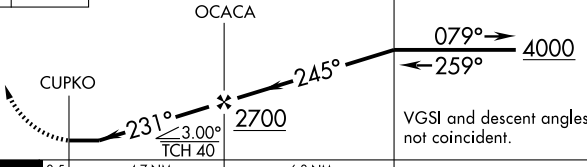
TDZE 1002

3641 x 75

0.8% UP

0.2

MIRL Rwy 5-23
REIL Rws 5 and 23

3000	ETOWA				
					
					
CATEGORY	A	B	C	D	
LNAV MDA	1620-1	618 (600-1)	1620-1¾ 618 (600-1¾)	NA	
CIRCLING	1620-1	589 (600-1)	1620-1¾ 589 (600-1¾)	NA	

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

McKINNON**HOUSTON CO** (M93) 0 W UTC-6(-5DT) N36°19.00' W87°55.00'**ST LOUIS**
L-161

370 NOTAM FILE MKL

RWY 08-26: H3000X75 (ASPH) S-11, D-24

RWY 08: Tree. RWY 26: Thld dsplcd 210'. Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 pavement cracking and grass growing in cracks.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 234° 30.5 NM to fld. 540/01W.

**McMINN CO** (See ATHENS)**McMINNVILLE****WARREN CO MEML** (RNC) 3 W UTC-6(-5DT) N35°41.92' W85°50.63'**ATLANTA**
H-9A, L-25A
IAP

1032 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5000X100 (ASPH) S-29, D-48 MRL

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 290'. Trees.

AIRPORT REMARKS: Attended 1400-0100Z†. CLOSED Christmas. For svc after hrs call 931-668-7050. MRL Rwy 05-23 preset on low; to increase ints ACTIVATE—CTAF.**WEATHER DATA SOURCES:** AWOS-3 135.525 (931) 668-7056.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

GCO 121.725 (FLIGHT SERVICES)

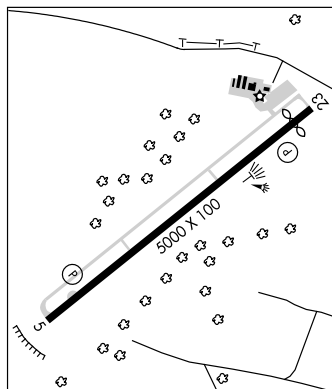
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 075° 30.3 NM to fld. 814/01W.

WARRI NDB (MHW) 209 RN N35°45.15' W85°45.85' 232° 5.1 NM to fld. NDB unmonitored.

ILS 111.5 I-RNC Rwy 23. LOM WARRI NDB. LOC only.

**MEMPHIS****GENERAL DEWITT SPAIN** (M01) 6 NW UTC-6(-5DT) N35°12.04' W90°03.24'**MEMPHIS**
L-16H
IAP

225 B S4 FUEL 100LL, JET A+ OX1, 3, 4 NOTAM FILE MKL

RWY 17-35: H3800X75 (ASPH) S-25 MRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2330Z†, Sat-Sun 1400-2230Z†. Arpt unattended Thanksgiving and Christmas. Numerous radio towers 1 mile NE of airport—849' MSL (608' AGL). Fixed-wing tkf/ldg prohibited from/to grass areas.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® MEMPHIS APP CON 119.1 ® MEMPHIS DEP CON 124.65

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 342° 11.7 NM to fld. 360/01E.

SPAIN NDB (MHW) 414 SPQ N35°12.07' W90°03.07' at fld. NOTAM FILE MKL. VFR only.

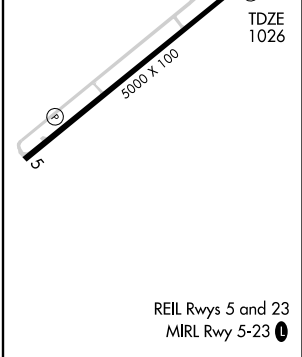
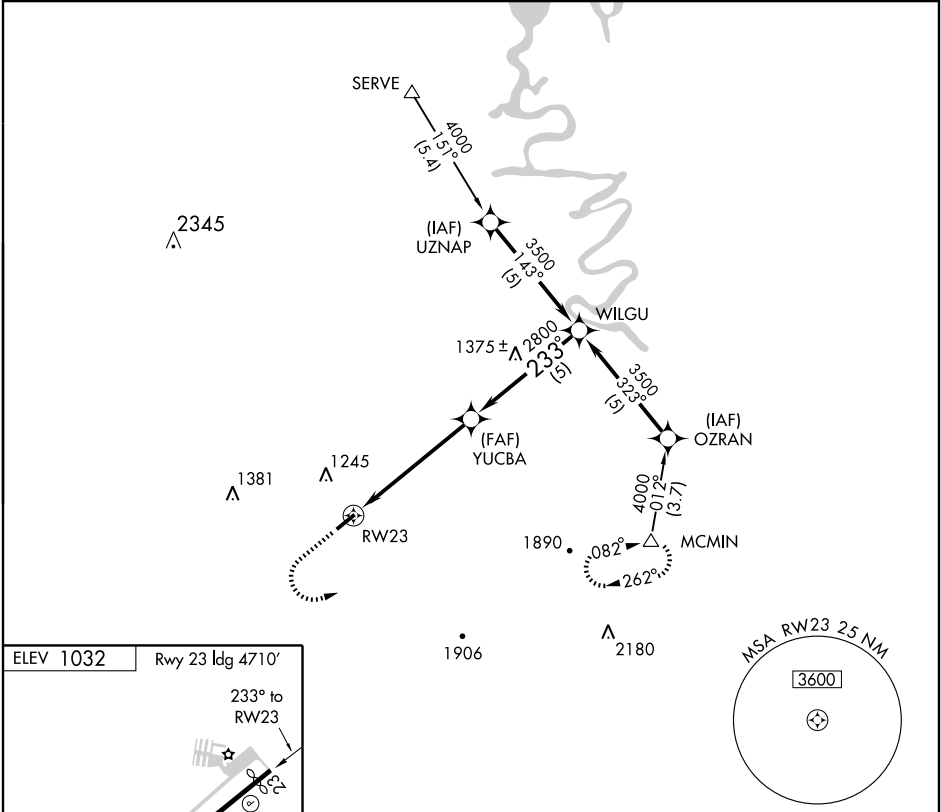
APP CRS	Rwy Idg	4710
233°	TDZE	1026
	Apt Elev	1032

▼

▲ NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) 0



2000	5000	MCMIN				
↑	↷	△				
<p>1.2 NM to RW23</p> <p>YUCBA 2800</p> <p>233°</p> <p>WILGU 3500</p> <p>≤ 3.00° TCH 40°</p> <p>VGSI and descent angle not coincident.</p> <p>Procedure Turn NA</p> <p>1.2 4.3 NM 5 NM</p>						
CATEGORY	A		B	C		D
S-23	1440-1 414 (500-1)			1440-1¼ 414 (500-1¼)		
CIRCLING	1520-1 488 (500-1)			1600-1½ 568 (600-1½)	1660-2 628 (700-2)	

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

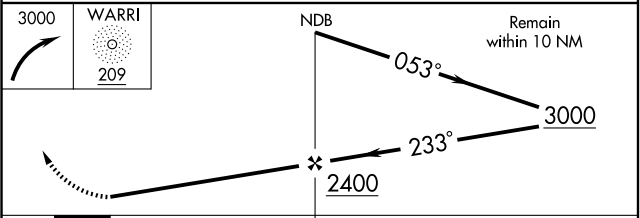
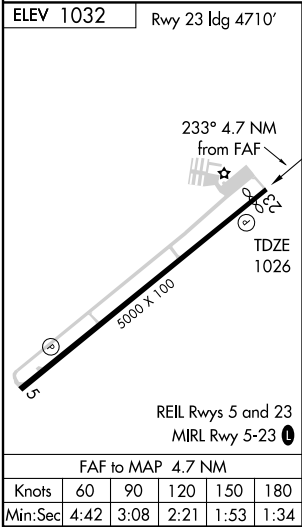
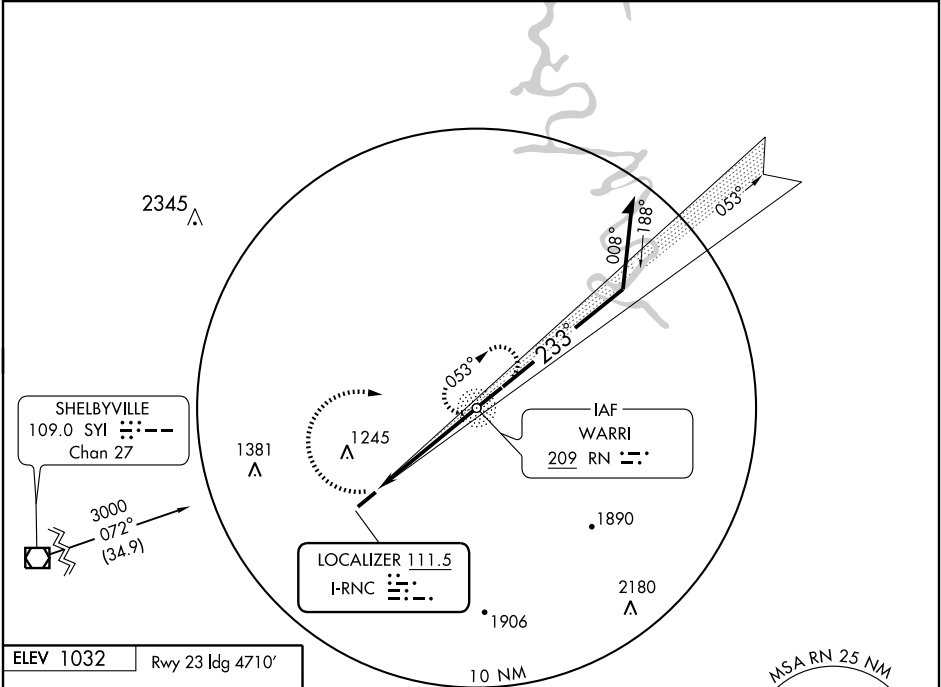
LOC I-RNC	APP CRS	Rwy Idg	4710
111.5	233°	TDZE	1026
		Apt Elev	1032

LOC RWY 23

MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

ADF REQUIRED. If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.	MISSED APPROACH: Climbing right turn to 3000 direct WARRI NDB and hold.
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AWOS-3 135.525	MEMPHIS CENTER 126.75 353.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 5-23						4.7 NM											
FAF to MAP 4.7 NM						CATEGORY		A		B		C		D			
						S-23		1440-1		414 (500-1)		1440-1¼		414 (500-1½)			
Knots	60	90	120	150	180	CIRCLING		1520-1		488 (500-1)		1560-1½		1600-2			
Min:Sec	4:42	3:08	2:21	1:53	1:34							528 (600-1½)		568 (600-2)			

LOC RWY 23

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

McKINNON**HOUSTON CO** (M93) 0 W UTC-6(-5DT) N36°19.00' W87°55.00'**ST LOUIS**
L-161

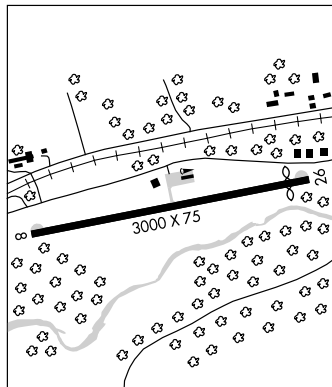
370 NOTAM FILE MKL

RWY 08-26: H3000X75 (ASPH) S-11, D-24

RWY 08: Tree. RWY 26: Thld dsplcd 210'. Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 pavement cracking and grass growing in cracks.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 234° 30.5 NM to fld. 540/01W.

**McMINN CO** (See ATHENS)**McMINNVILLE****WARREN CO MEML** (RNC) 3 W UTC-6(-5DT) N35°41.92' W85°50.63'**ATLANTA**
H-9A, L-25A
IAP

1032 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5000X100 (ASPH) S-29, D-48 MIRL

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 290'. Trees.

AIRPORT REMARKS: Attended 1400-0100Z†. CLOSED Christmas. For svc after hrs call 931-668-7050. MIRL Rwy 05-23 preset on low; to increase ints ACTIVATE—CTAF.**WEATHER DATA SOURCES:** AWOS-3 135.525 (931) 668-7056.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

GCO 121.725 (FLIGHT SERVICES)

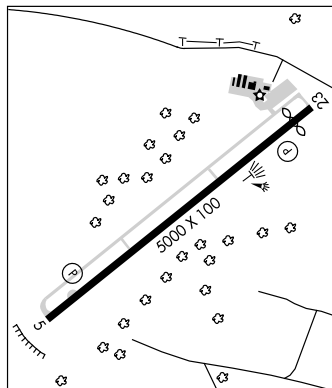
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 075° 30.3 NM to fld. 814/01W.

WARRI NDB (MHW) 209 RN N35°45.15' W85°45.85' 232° 5.1 NM to fld. NDB unmonitored.

ILS 111.5 I-RNC Rwy 23. LOM WARRI NDB. LOC only.

**MEMPHIS****GENERAL DEWITT SPAIN** (M01) 6 NW UTC-6(-5DT) N35°12.04' W90°03.24'**MEMPHIS**
L-16H
IAP

225 B S4 FUEL 100LL, JET A+ OX1, 3, 4 NOTAM FILE MKL

RWY 17-35: H3800X75 (ASPH) S-25 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2330Z†, Sat-Sun 1400-2230Z†. Arpt unattended Thanksgiving and Christmas. Numerous radio towers 1 mile NE of airport—849' MSL (608' AGL). Fixed-wing tkf/ldg prohibited from/to grass areas.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® MEMPHIS APP CON 119.1 ® MEMPHIS DEP CON 124.65

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 342° 11.7 NM to fld. 360/01E.

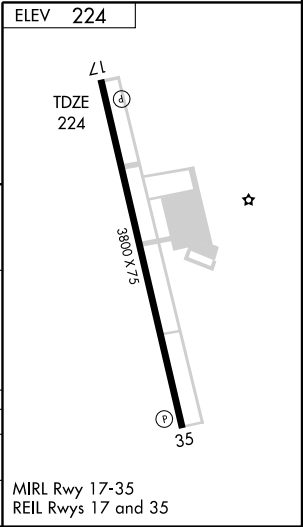
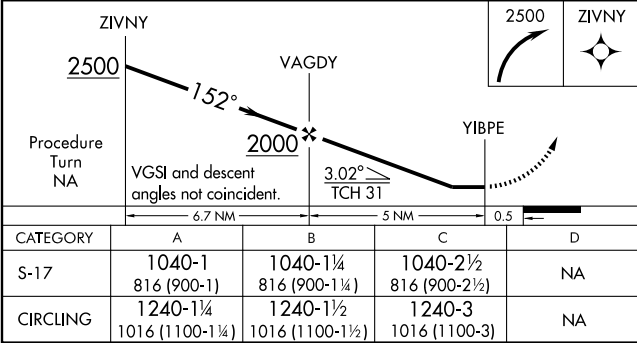
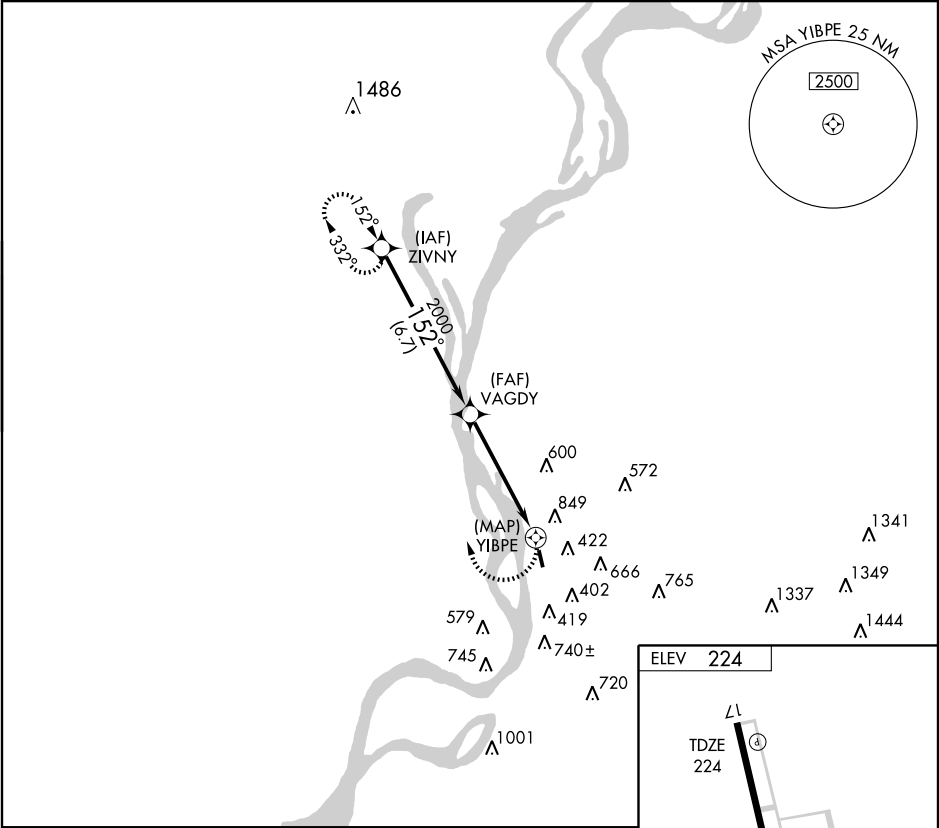
SPAIN NDB (MHW) 414 SPQ N35°12.07' W90°03.07' at fld. NOTAM FILE MKL. VFR only.

APP CRS	Rwy Idg	3800
152°	TDZE	224
	Apt Elev	224

GPS RWY 17

MEMPHIS/ GENERAL DEWITT SPAIN (M01)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Memphis International altimeter setting.</div>	MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.
MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)



MEMPHIS, TENNESSEE

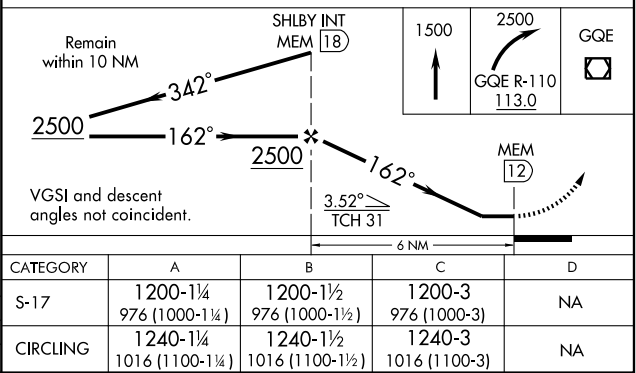
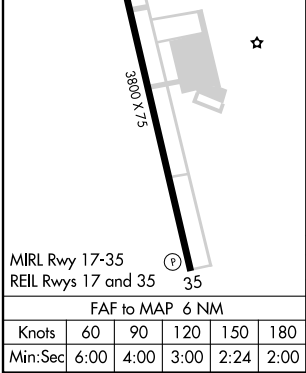
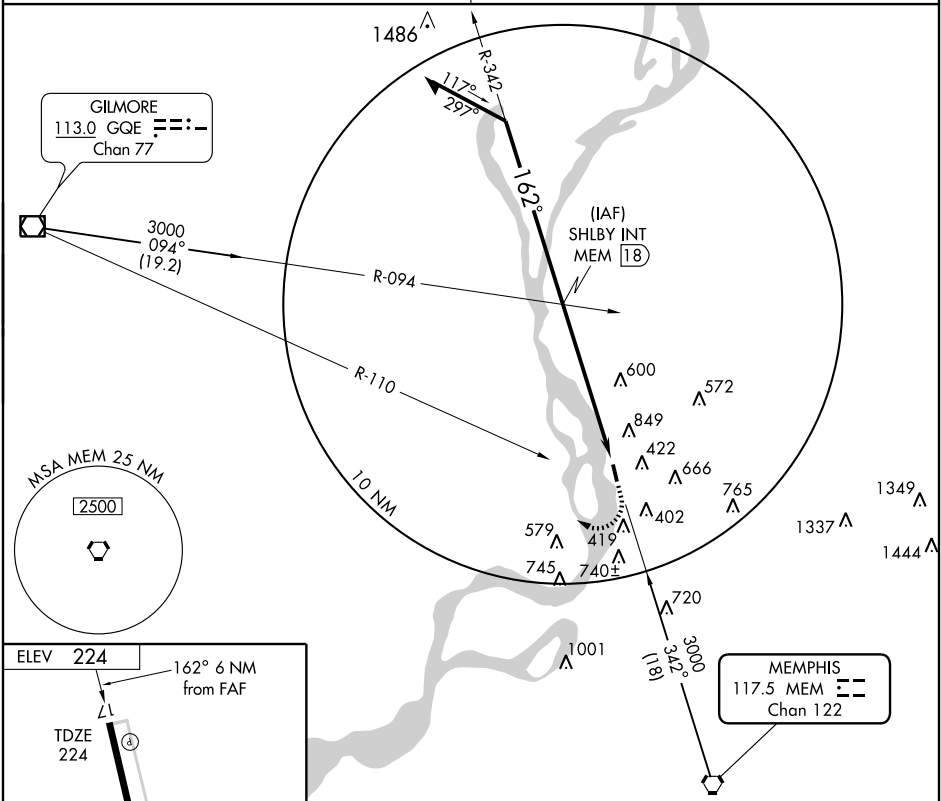
AL-9018 (FAA)

VORTAC MEM	APP CRS	Rwy Idg	3800
117.5	162°	TDZE	224
Chan 122		Apt Elev	224

VOR RWY 17

MEMPHIS/ GENERAL DEWITT SPAIN (M01)

<p>▼ ▲ NA</p> <p>Use Memphis International altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.</p>
<p>MEMPHIS APP CON</p> <p>119.1 291.6</p>	<p>UNICOM</p> <p>122.7 (CTAF)</p>



MEMPHIS, TENNESSEE
Orig-A 10042

MEMPHIS/ GENERAL DEWITT SPAIN (M01)

35°12'N-90°03'W

VOR RWY 17

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

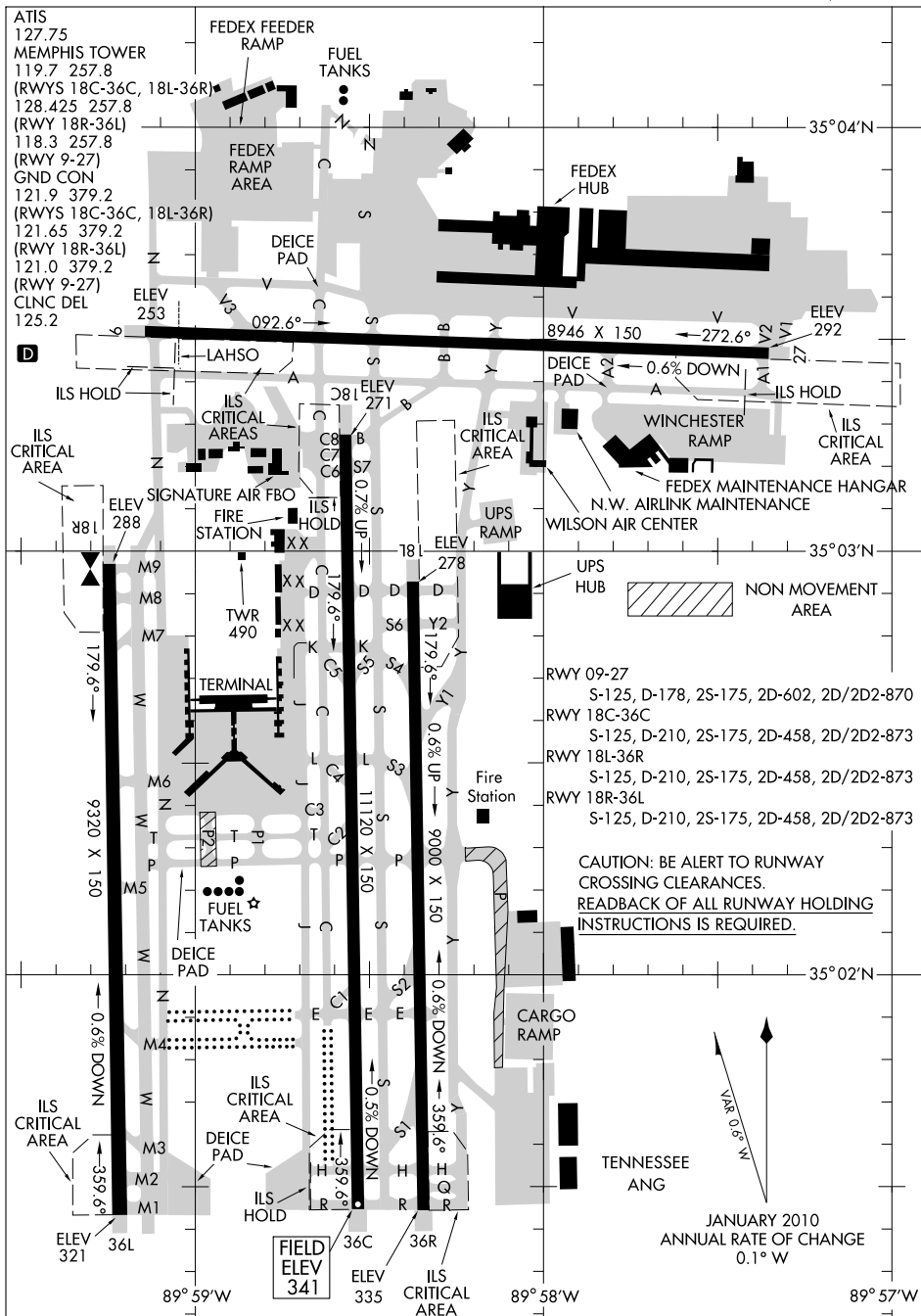
10210

AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

10210

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

MEMPHIS INTL (MEM) 3 S UTC-6(-5DT) N35°02.55' W89°58.60'

MEMPHIS

341 B S4 FUEL 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks

H-6J, L-186

NOTAM FILE MEM

IAP, AD

Rwy 18C-36C: H11120X150 (CONC-GRVD) S-125, D-210, 2S-175, 2D-458, 2D/2D2-873 HIRL CL

Rwy 18C: MALSR. TDZL. Pole. 0.7% up.

Rwy 36C: ALSF2. TDZL. Rgt t/c. 0.5% down.

Rwy 18R-36L: H9320X150 (CONC-GRVD) S-125, D-210, 2S-175, 2D-458, 2D/2D2-873 HIRL CL

Rwy 18R: MALSR. TDZL. Rgt t/c.

Rwy 36L: ALSF2. TDZL. PAPI(P4L). Road. 0.6% down.

Rwy 18L-36R: H9000X150 (CONC-GRVD) S-125, D-210, 2S-175, 2D-458, 2D/2D2-873 HIRL CL

Rwy 18L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. 0.6% up.

Rwy 36R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Antenna. 0.6% down.

Rwy 09-27: H8946X150 (CONC-GRVD) S-125, D-178, 2S-175, 2D-602, 2D/2D2-870 HIRL CL

Rwy 09: MALSR. Pole.

Rwy 27: MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Pole. 0.6% down.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 27	Twy N	8450

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 09: TORA-8946 TODA-8946 ASDA-8946 LDA-8946

Rwy 18C: TORA-11120 TODA-11120 ASDA-11120 LDA-11120

Rwy 18R: TORA-9320 TODA-9320 ASDA-9320 LDA-9127

Rwy 27: TORA-8946 TODA-8946 ASDA-8946 LDA-8946

Rwy 36L: TORA-9320 TODA-9320 ASDA-9320 LDA-9320

Rwy 36C: TORA-11120 TODA-11120 ASDA-11120 LDA-11120

AIRPORT REMARKS: Attended continuously. If possible all acft conduct gnd ops with transponders on. Extensive construction on arpt. Large flocks of birds invof arpt. Read back all hold short instructions required. Arpt CLOSED to C5 and larger exc PPR arpt manager 901-922-8117. Rwy 09 touchdown and rollout runway visual range avbl. Rwy 27 touchdown and rollout runway visual range avbl. Rwy 18C touchdown, midfield and rollout runway visual range avbl. Rwy 36C touchdown, midfield and rollout runway visual range avbl. Rwy 18L touchdown, midfield and rollout runway visual range avbl. Rwy 36R touchdown, midfield and rollout runway visual range avbl. Single belly twin tandem ldg gear—max weight 621,000 lbs. PPR for taxi clnc on Twy N north of Twy V, Twy S north of Twy V and Twy C north of Twy V ctc Federal Express Ramp Twr on frequency 131.5. Helicopter ops prohibited to/from terminal bldg. Twy N North of Twy V, Twy C North of Twy V and Twy S North of Twy V designated as Non-Movement Areas. Large and Heavy Eastbound acft on Twy V for Rwy 27 Hold Short at minimum thrust area sign. Twy V between Twy B and AER 27 restricted to acft with wingspans of 171 ft 6 inches or less. Twy V between Twy S and Twy Y restricted to acft with tail height less than 65 ft 10 inches. Portions of Twy A east of Twy A-1 not visible from twr. Rwy 36R ALSF2 unmonitored. Class I, ARFF Index C. Index D ARFF equipment avbl 24 hrs per day, 7 days per week. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Noise Abatement Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (901) 332-3679. TDWR.

COMMUNICATIONS: D-ATIS 127.75 UNICOM 122.95

RCO 123.65 122.2 (JACKSON RADIO) **RCO** 122.1R 117.5T (JACKSON RADIO)

Ⓡ **APP CON** 119.1 (176°-355°) 125.8 (356°-175°)

TOWER 118.3 (Rwy 09-27) 119.7 (Rwy 18L-36R and Rwy 18C-36C) 128.425 (Rwy 18R-36L)

GND CON 121.0 (Rwys 09-27) 121.9 (Rwy 18L-36R, and Rwy 18C-36C) 121.65 (Rwy 18R-36L) **CLNC DEL** 125.2

Ⓡ **DEP CON** 124.65 (176°-355°) 124.15 (356°-175°)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

(H) **VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 010° 1.7 NM to fld. 360/01E.

ELVIS NDB (MHW/LOM) 287 ME N35°03.69' W90°04.30' 103° 4.8 NM to fld. NDB unusable byd 15 NM.

ILS 109.5 I-MEM Rwy 09. Class 1A. LOM ELVIS NDB. LOC unusable byd 25° left of course. OM/NDB unusable byd 15 NM. LOC unusable byd 20° right of course.

ILS 111.95 I-SDU Rwy 18C. Class 1E.

ILS/DME 108.9 I-OHN Chan 26 Rwy 36L. Class IIIE. BC unusable.

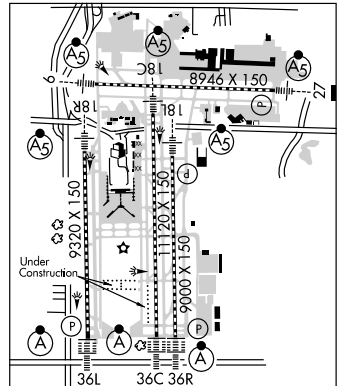
ILS 109.9 I-OOI Rwy 18R. Class 1B.

ILS 108.7 I-JIM Rwy 27. LOC unusable byd 20° left of course.

ILS/DME 111.15 I-EXS Chan 48(Y) Rwy 18L. Class 1B.

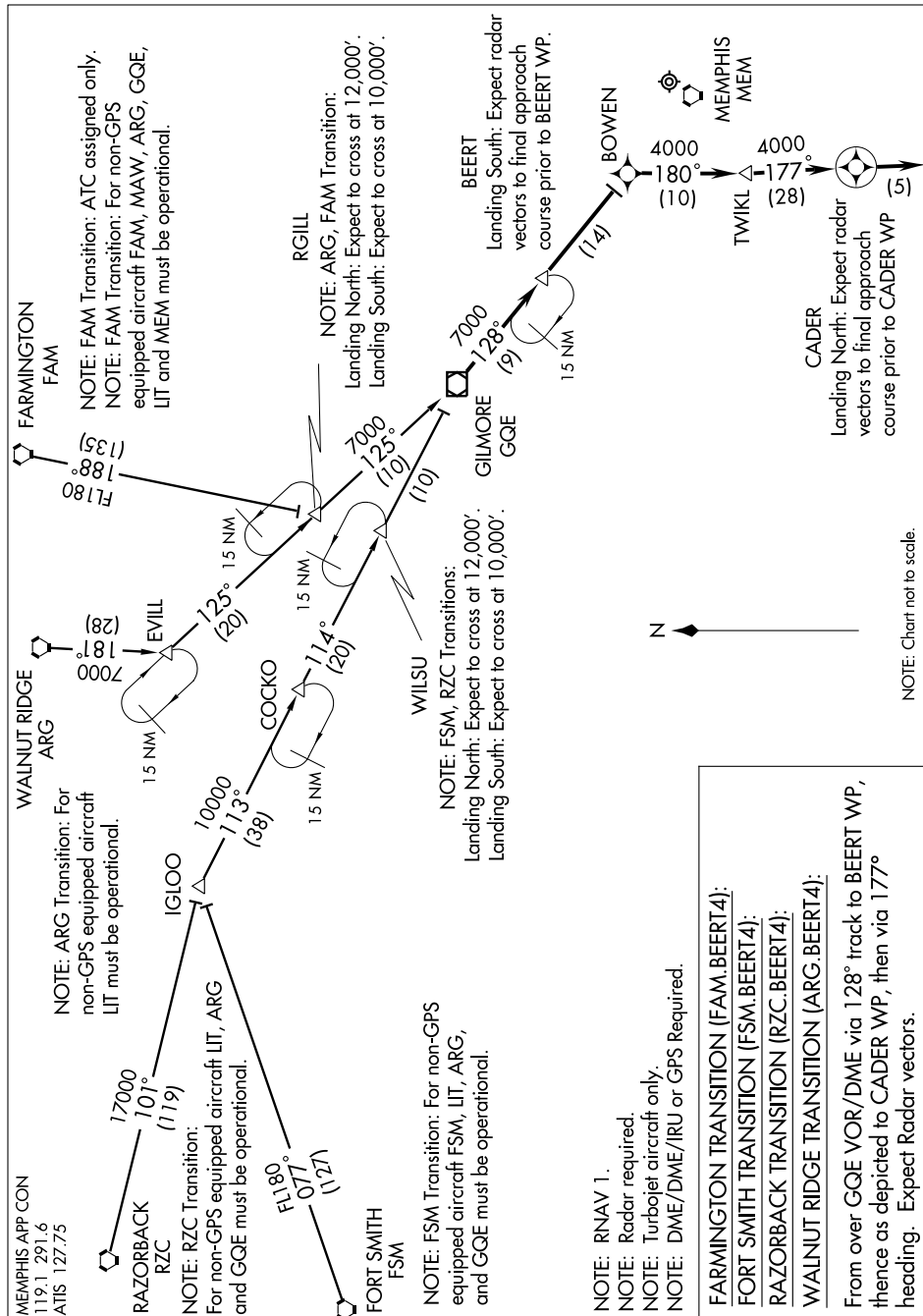
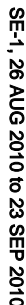
ILS/DME 111.35 I-MYO Chan 50(Y) Rwy 36R. Class IIIE.

ILS/DME 110.5 I-TSE Chan 42 Rwy 36C. Class IIIE.



MEMPHIS INTL
MEMPHIS, TENNESSEE

BEERT FOUR ARRIVAL (RNAV)



NOTE: Chart not to scale.

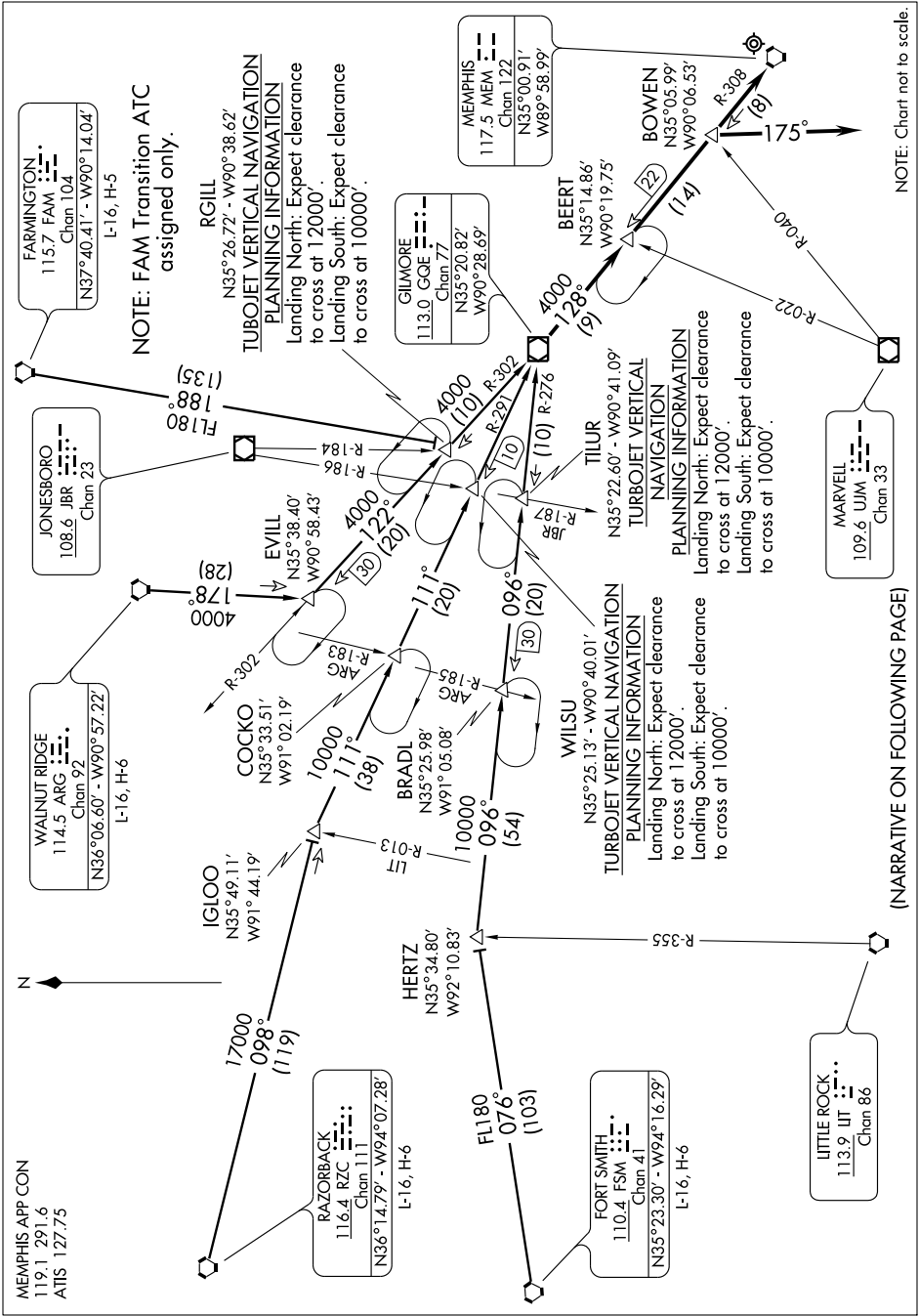
SE-1. 26 AUG 2010 to 23 SEP 2010

BEERT FOUR ARRIVAL (RNAV)

(BEERT.BEERT4) 08157

MEMPHIS, TENNESSEE
MEMPHIS INTL

SE-1, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

SE-1, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .
FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . .
RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . .
WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

. . . FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

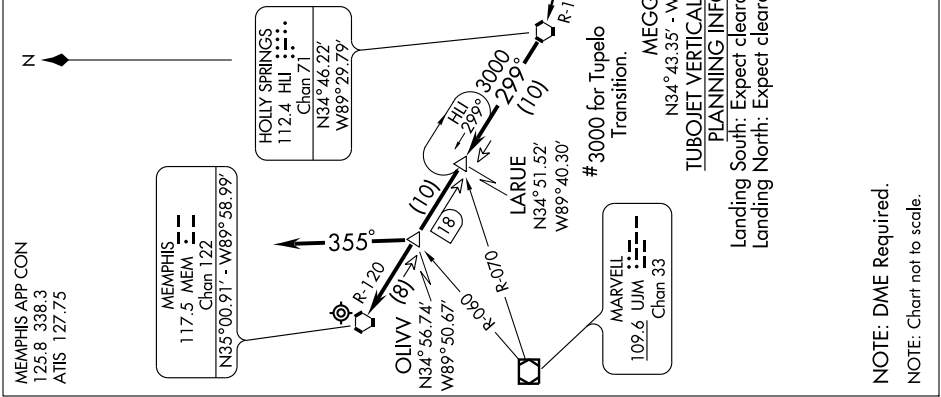
CHOO CHOO TRANSITION (GQO.HLI1): From over GQO VORTAC via GQO R-262 and MSL R-081 to MSL VORTAC, then via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . . HAMILTON TRANSITION (HAB.HLI1): From over HAB VORTAC via HAB R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . . MUSCLE SHOALS TRANSITION (MSL.HLI1): From over MSL VORTAC via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . . TUPELO TRANSITION (OTB.HLI1): From over OTB VOR/DME via OTB R-317 to MEGGY INT, then via HLI R-102 to HLI VORTAC. Thence, . . . VULCAN TRANSITION (VUZ.HLI1): From over VUZ VORTAC via VUZ R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . .

FROM OVER HLI VORTAC

TURBOJETS/TURBOPROPS LANDING SOUTH: From over HLI VORTAC via MEM R-120 to OLIVV INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.



SE-1, 26 AUG 2010 to 23 SEP 2010

LOC I-MEM	APP CRS	Rwy Idg	8946
109.5	091°	TDZE	259
		Apt Elev	341

ILS or LOC RWY 9
MEMPHIS INTL (MEM)

▼ For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to 1¾.

▲ MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

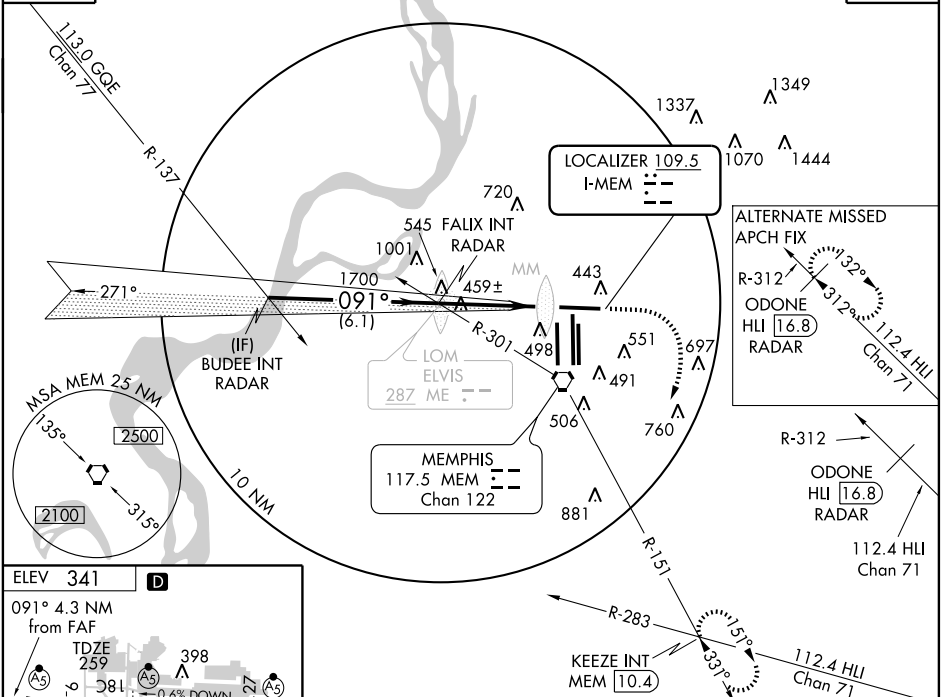
MALSR

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS
127.75

RADAR REQUIRED

1449
CLNC DEL
125.2



ELEV 341 **D**

091° 4.3 NM from FAF

TDZE 259

AS 381, 398, 490, 581, 624, 646, 660, 676, 692, 708, 724, 740, 756, 772, 788, 804, 820, 836, 852, 868, 884, 900, 916, 932, 948, 964, 980, 996, 1012, 1028, 1044, 1060, 1076, 1092, 1108, 1124, 1140, 1156, 1172, 1188, 1204, 1220, 1236, 1252, 1268, 1284, 1300, 1316, 1332, 1348, 1364, 1380, 1396, 1412, 1428, 1444, 1460, 1476, 1492, 1508, 1524, 1540, 1556, 1572, 1588, 1604, 1620, 1636, 1652, 1668, 1684, 1700, 1716, 1732, 1748, 1764, 1780, 1796, 1812, 1828, 1844, 1860, 1876, 1892, 1908, 1924, 1940, 1956, 1972, 1988, 2004, 2020, 2036, 2052, 2068, 2084, 2100

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

BUDEE INT RADAR		FALIX INT RADAR		<div><div>1000</div><div>5000</div></div>		MEM R-151	KEEZE INT
<div><div>2000</div><div>091°</div><div>1700</div><div>1700</div><div>GS 3.00° TCH 52</div><div>6.1 NM</div><div>4.3 NM</div></div>							
CATEGORY	A	B	C	D	E		
S-ILS 9	466/24 207 (200-½)						
S-LOC 9	720/24 461 (400-½)	720/40 461 (400-¾)		720/50 461 (400-1)	720/60 461 (400-1½)		
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)		

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC I-SDU 111.95	APP CRS 178°	Rwy ldg 11120 TDZE 290 Apt Elev 341
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ILS or LOC RWY 18C

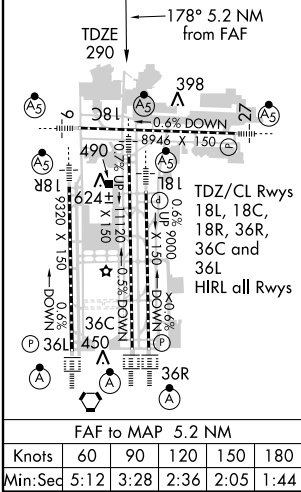
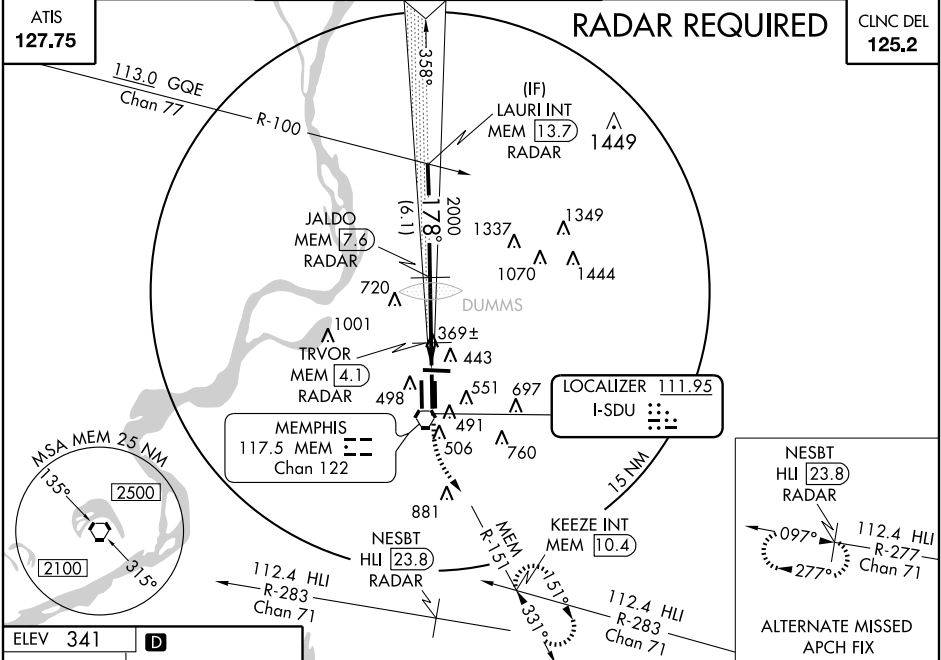
MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½. DME or Radar required.



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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LAURI INT MEM 13.7 RADAR					
JALDO INT MEM 7.6 RADAR					
TRVOR MEM 4.1 RADAR					
KEEZE INT					
MEM R-151					
GS 3.00° TCH 54					
*LOC only *860					
6.1 NM 3.5 NM 1.7 NM					
CATEGORY	A	B	C	D	E
S-ILS 18C	534/18		244 (200-½)		534/24 244 (200-½)
S-LOC 18C	860/24	570 (600-½)	860/50 570 (600-1)	860/60 570 (600-1½)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24	410 (400-½)	700/40	410 (400-¾)	700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EXS <u>111.15</u> Chan 48 (Y)	APP CRS 178°	Rwy Idg 9000 TDZE 301 Apt Elev 341
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ILS or LOC RWY 18L
MEMPHIS INTL (MEM)

MEMPHIS INTL (MEM)

T For inoperative MALS, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to $1\frac{3}{4}$, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required.
A Simultaneous approach authorized with runway 18R.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON	
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
			(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
125.8	338.3	(356°-175°)	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS
127.75

 Λ_{1449}

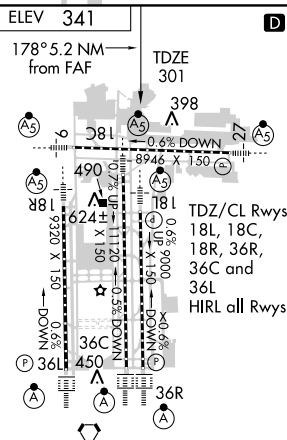
CLNC DE
125.2

 Λ_{1449}

LOCALIZER 111.15
I-EXS :::-
Chan 48 (Y)

MEMPHIS
117.5 MEM
Chgn 122

RADAR REQUIRED



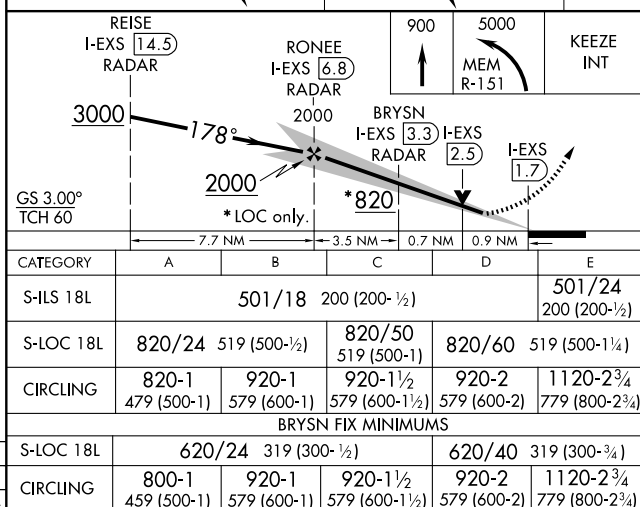
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

MEMPHIS, TENNESSEE

Amdt 2 09351

35°03'N-89°59'W



MEMPHIS INTL (MEM)

ILS or LOC RWY 18L

SE-1. 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

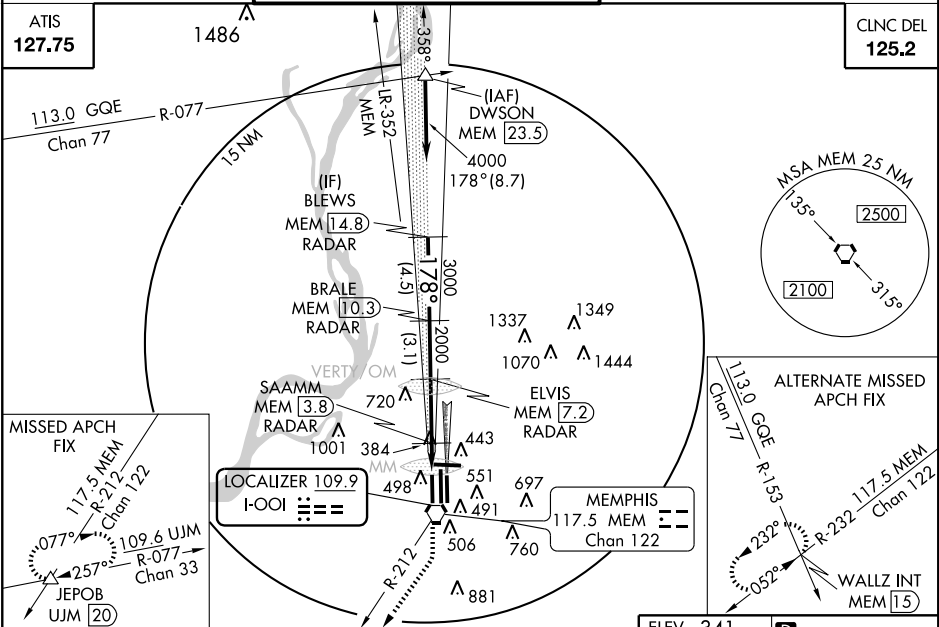
LOC I-OOI	APP CRS	Rwy Idg	9127
109.9	178°	TDZE	295
		Apt Elev	341

ILS or LOC RWY 18R

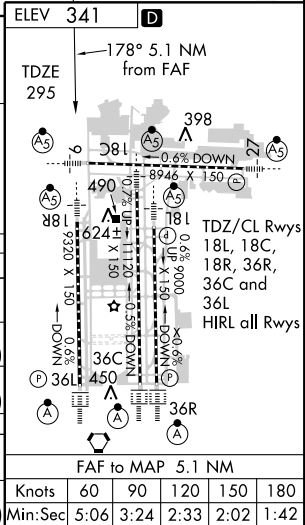
MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.	MALSR 	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2



Procedure	BLEWS	BRALE	ELVIS	SAAMM	JEPOB
Turn	MEM [14.8]	MEM [10.3]	MEM [7.2]	MEM [3.8]	MEM [2.1]
NA	RADAR	RADAR	RADAR	RADAR	R-212
4000	178°	3000	2000	840	
GS 3.00°					
TCH 52					
When assigned by ATC					
Intercept glidepath at 3000.					
	4.5 NM	3.1 NM	3.4 NM	1.7 NM	
CATEGORY	A	B	C	D	E
S-ILS 18R		495/18	200 (200-½)		495/24 200 (200-½)
S-LOC 18R	840/24	545 (500-½)	840/50 545 (500-1)	840/60 545 (500-1½)	840-1½ 545 (500-1½)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS					
S-LOC 18R	700/24	405 (400-½)	700/40	405 (400-¾)	700/50 405 (400-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)



AL-253 (FAA)

LOC I-JIM <u>108.7</u>	APP CRS 271°	Rwy Idg 8946 TDZE 292 Apt Elev 341
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ILS or LOC RWY 27
MEMPHIS INTL (MEM)

T For inoperative MALSR, increase S-ILS 27
A Cat. E visibility to RVR 4000 and S-LOC 27
Cat. E visibility to 1½.

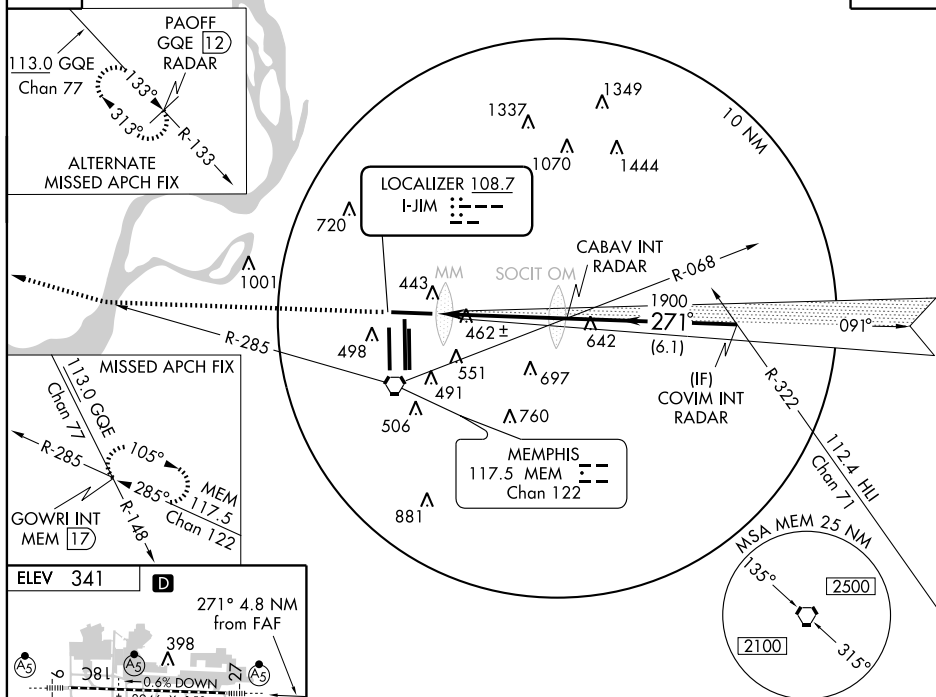
MALSR

MISSED APPROACH: Climb to 2500 and intercept MEM VORTAC R-285, then continue climb to 5000 via MEM VORTAC R-285 to GOWRI INT/MEM 17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
		(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
125.8	338.3 (356°-175°)	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

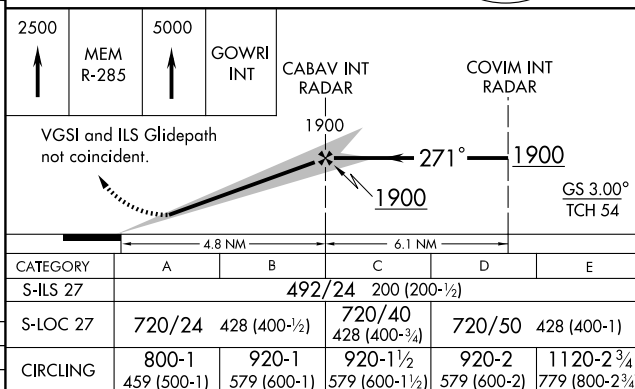
ATIS
127.75

RADAR REQUIRED

CLNC DEL
125.2

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



MEMPHIS, TENNESSEE
Amdt 3 09351

35°03'N-89°59'W

MEMPHIS INTL (MEM)
ILS or LOC RWY 27

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

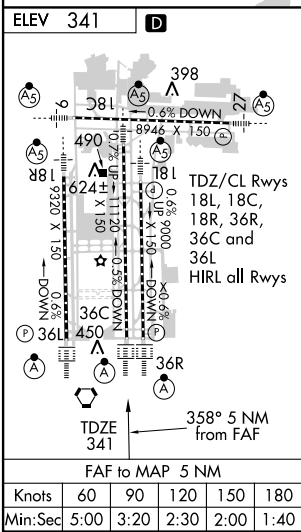
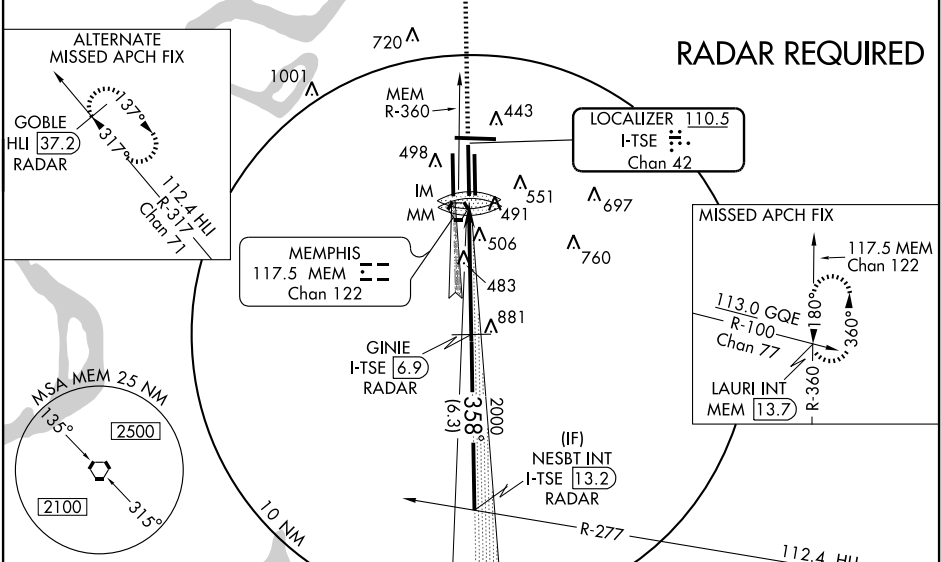
LOC/DME I-TSE	APP CRS	Rwy Idg	11120
110.5	358°	TDZE	341
Chan 42		Apt Elev	341

ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

V A	For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required.	ALSF-2 	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.
MEMPHIS APP CON		MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)		(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)		(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
		(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	1337 Δ 1070 Δ 1349 Δ 1444 Δ	CINC DEL 125.2
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3000	MEM R-360	LAURI INT	GINIE I-TSE 6.9 RADAR	NESBT INT I-TSE 13.2 RADAR	3000
I-TSE 1.9	IM	MM	I-TSE 3		2000
0.1	0.2	0.7	3.9 NM	6.3 NM	GS 3.00° TCH 60°
CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399 (400-¾)	740/50 399 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

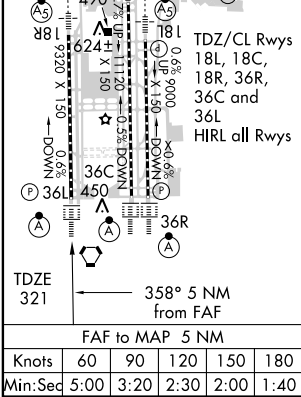
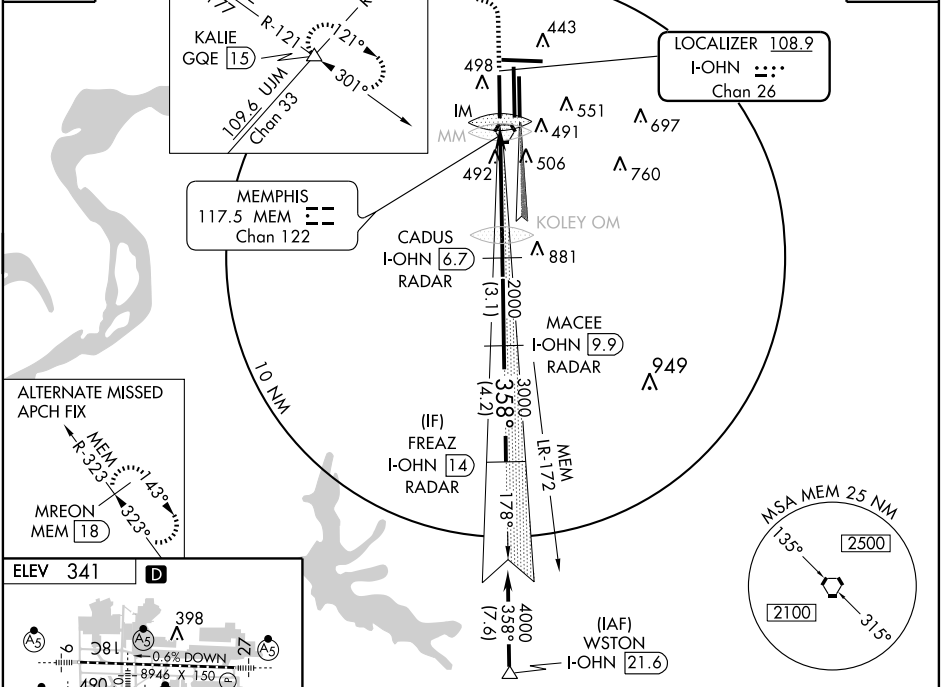
LOC/DME I-OHN 108.9 Chan 26	APP CRS 358°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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ILS or LOC RWY 36L
MEMPHIS INTL (MEM)

<p>Simultaneous approach authorized with runway 36R. For inoperative ALSF, increase S-ILS 36L Cat. E visibility to RVR 4000 and S-LOC 36L visibility to 1½. DME or Radar required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS 127.75	MISSED APCH FIX 113.0 GQE Chan 77 KALIE GQE [15] 109.6 UJM Chan 33 R-029 21° 301°	CINC DEL 125.2
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1000	5000	KALIE hdg 330° GQE R-121	CADUS I-OHN [6.7] RADAR	MACCE I-OHN [9.9] RADAR	FREA I-OHN [14] RADAR
I-OHN [1.7]	I-OHN [2.9]	2000	2000	3000	4000
0.1	1 NM	3.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)	760/40 439 (500-¾)	760/50 439 (500-1)		
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 358°	Rwy Idg TDZE 335 Apt Elev 341
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ILS or LOC RWY 36R
MEMPHIS INTL (MEM)

⚠ For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

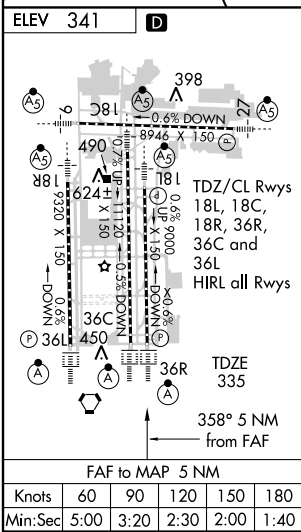
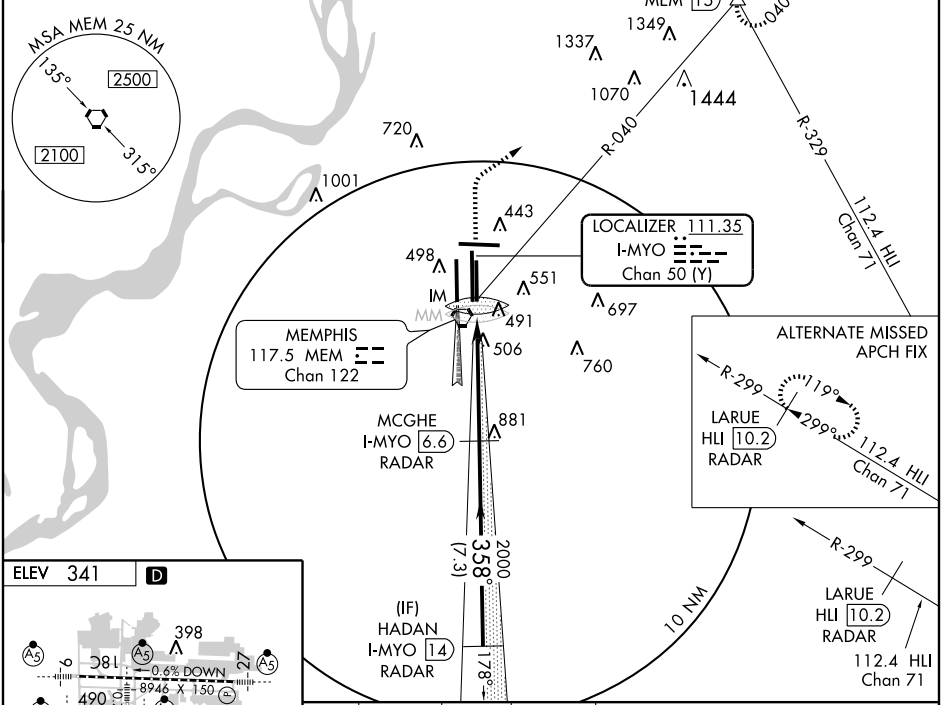
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 1.5 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS
127.75

CLNC DEL
125.2

RADAR REQUIRED








1000	5000	MEM R-040	OROCU	MCGHE I-MYO [6.6] RADAR 2000	HADAN I-MYO [14] RADAR
↑	hdg 070°			358°	3000
		I-MYO [1.7]	I-MYO [2.8]	2000	
		IM		VS and ILS glidepath not coincident.	GS 3.00° TCH 58
		0.1	1.1	3.8 NM	7.3 NM
CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)			535/24 200 (200-½)	
S-LOC 36R	760/24	425 (500-½)	760/40	425 (500-¾)	760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

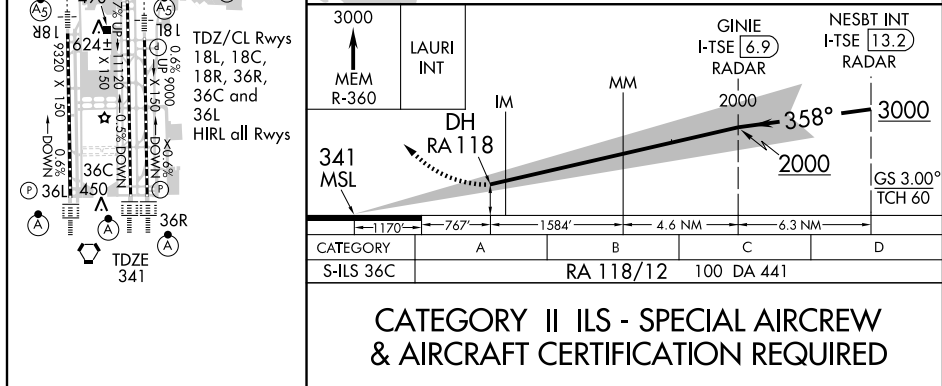
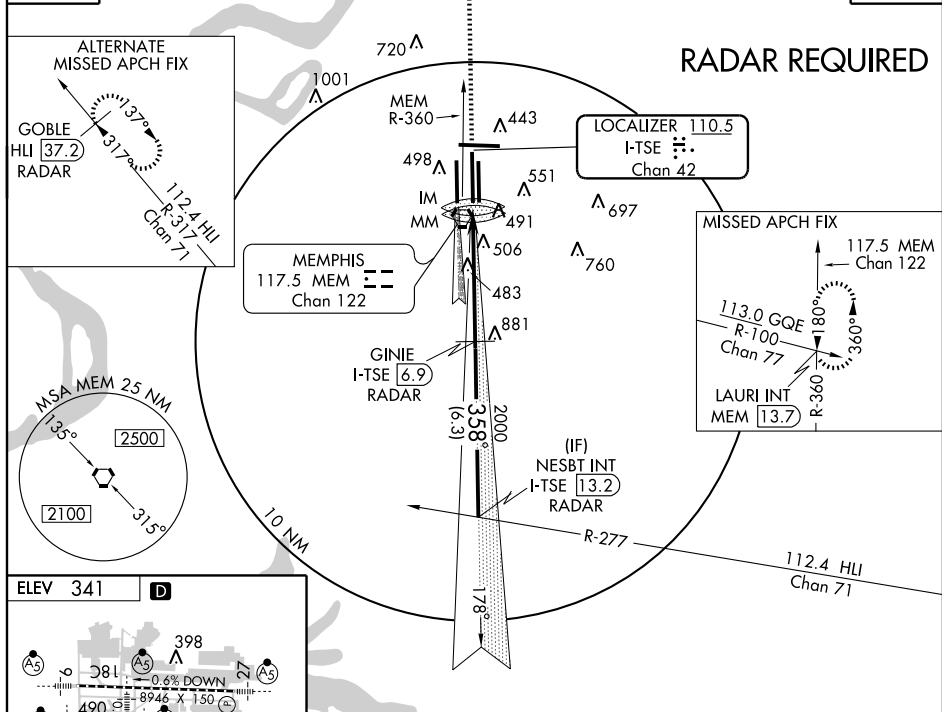
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-TSE	APP CRS	Rwy Idg	11120
<u>110.5</u>	358°	TDZE	341
Chan 42		Apt Elev	341

ILS RWY 36C (CAT II)
MEMPHIS INTL (MEM)

 DME or Radar Required.		 ALSIF-2	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	
ATIS 127.75		1337  1349 1070  1444	CLNC DEL 125.2



SE-1, 26 AUG 2010 to 23 SEP 2010

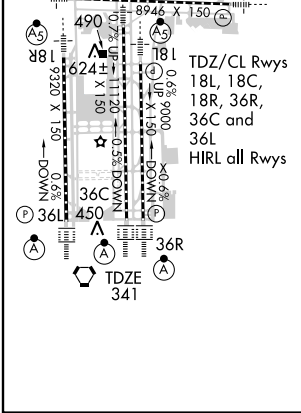
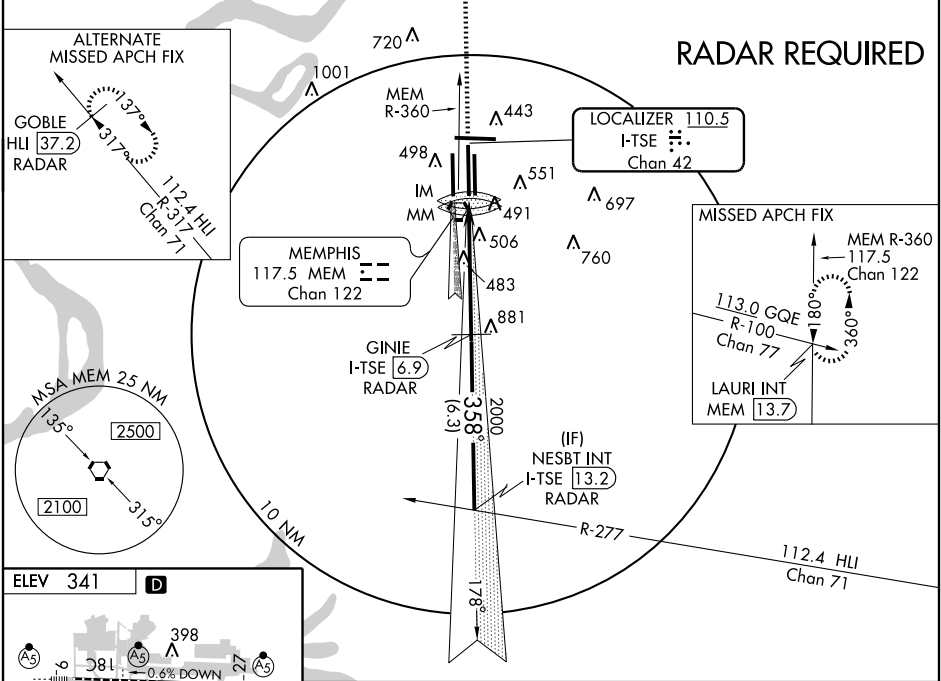
SE-1. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-TSE 110.5 Chan 42	APP CRS 358°	Rwy Idg 11120 TDZE 341 Apt Elev 341
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ILS RWY 36C (CAT III)
MEMPHIS INTL (MEM)

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS 127.75	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.	CINC DEL 125.2
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3000	MEM R-360	LAURI INT	GINIE I-TSE 6.9 RADAR	NESBT INT I-TSE 13.2 RADAR
341 MSL	IM	444	2000	358°
1170'	903'	1448'	4.6 NM	6.3 NM
CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OHN 108.9 Chan 26	APP CRS 358°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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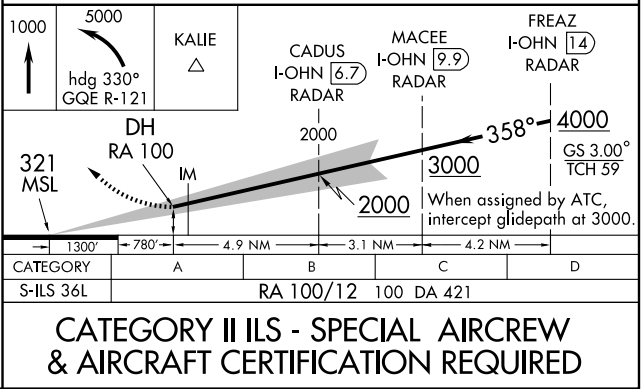
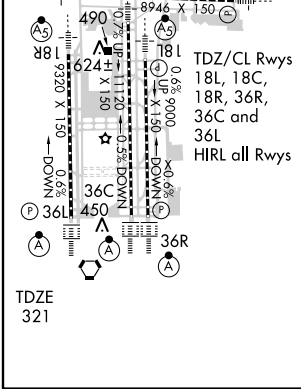
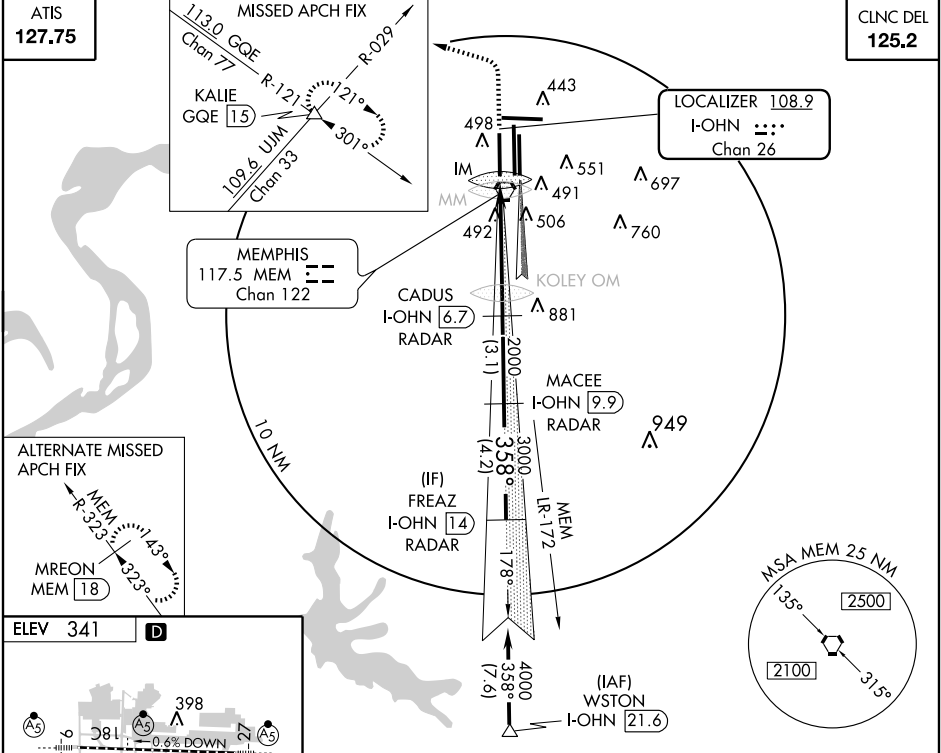
ILS RWY 36L (CAT II)
MEMPHIS INTL (MEM)

⚠ Simultaneous approach authorized with runway 36R.
DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 1.5 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27) 118.3	257.8	(Rwy 9-27) 121.0	379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7	257.8	(Rwys 18C-36C, 18L-36R) 121.9	379.2
		(Rwy 18R-36L) 128.425	257.8	(Rwy 18R-36L) 121.65	379.2



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OHN 108.9 Chan 26	APP CRS 358°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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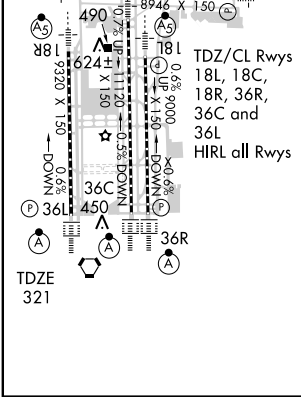
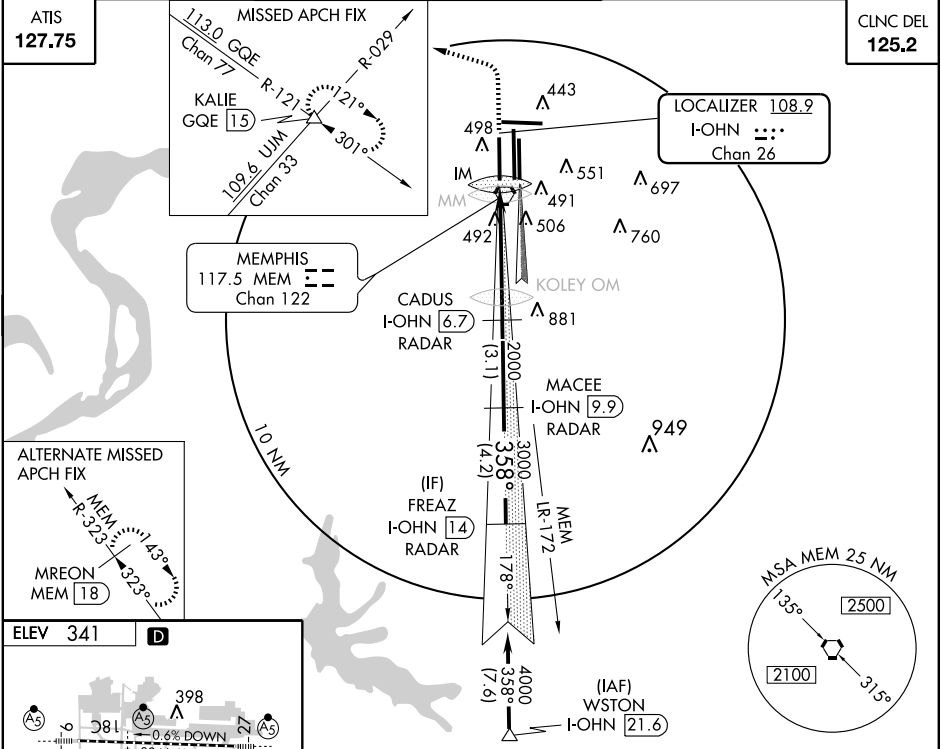
ILS RWY 36L (CAT III)
MEMPHIS INTL (MEM)

⚠ Simultaneous approach authorized with runway 36R.
DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2



1000		5000		KALIE △		CADUS I-OHN [6.7] RADAR		MACEE I-OHN [9.9] RADAR		FREA Z I-OHN [14] RADAR	
↑ hdg 330° GQE R-121											
321 MSL		IM 428		2000		2000		3000		358° 4000	
1300'		867'		4.9 NM		3.1 NM		4.2 NM		GS 3.00° TCH 59'	
When assigned by ATC, intercept glidepath at 3000.											
CATEGORY		A		B		C		D			
S-ILS 36L				CAT IIIa		RVR 07					
S-ILS 36L				CAT IIIb		RVR 03					
S-ILS 36L				CAT IIIc		NA					
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED											

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 358°	Rwy Idg TDZE 335 Apt Elev 341	9000
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ILS RWY 36R (CAT II)
MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L.
DME or Radar required.

ALSF-2

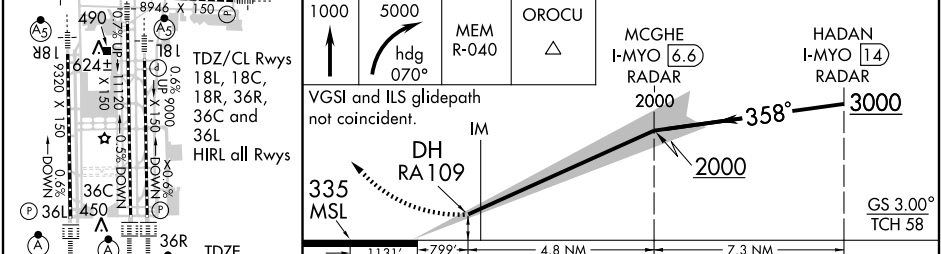
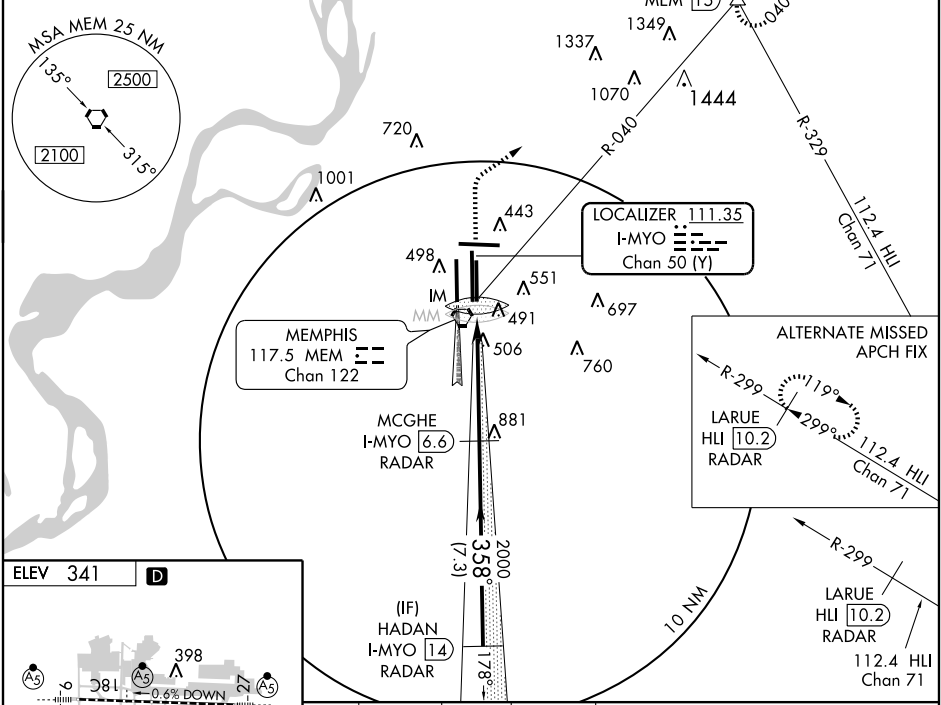
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS
127.75

RADAR REQUIRED

CLNC DEL
125.2



CATEGORY	A	B	C	D
S-ILS 36R	RA 109/12	100	DA 435	
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 358°	Rwy Idg TDZE 335 Apt Elev 341
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ILS RWY 36R (CAT III)
MEMPHIS INTL (MEM)

⚠ Simultaneous approach authorized with Rwy 36L.
DME or Radar required.

ALSF-2

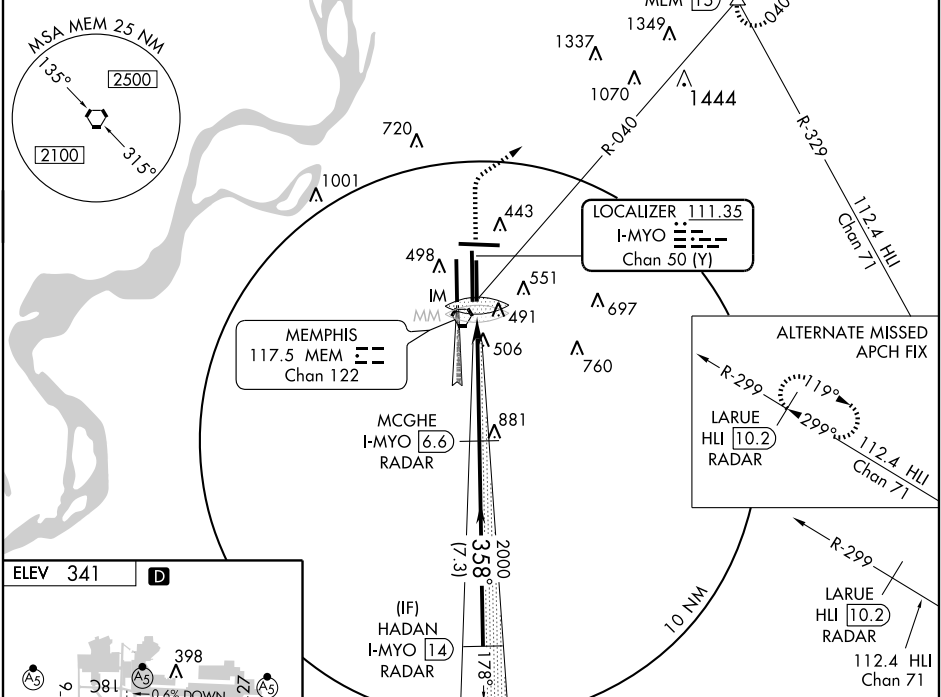
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS
127.75

RADAR REQUIRED

CLNC DEL
125.2



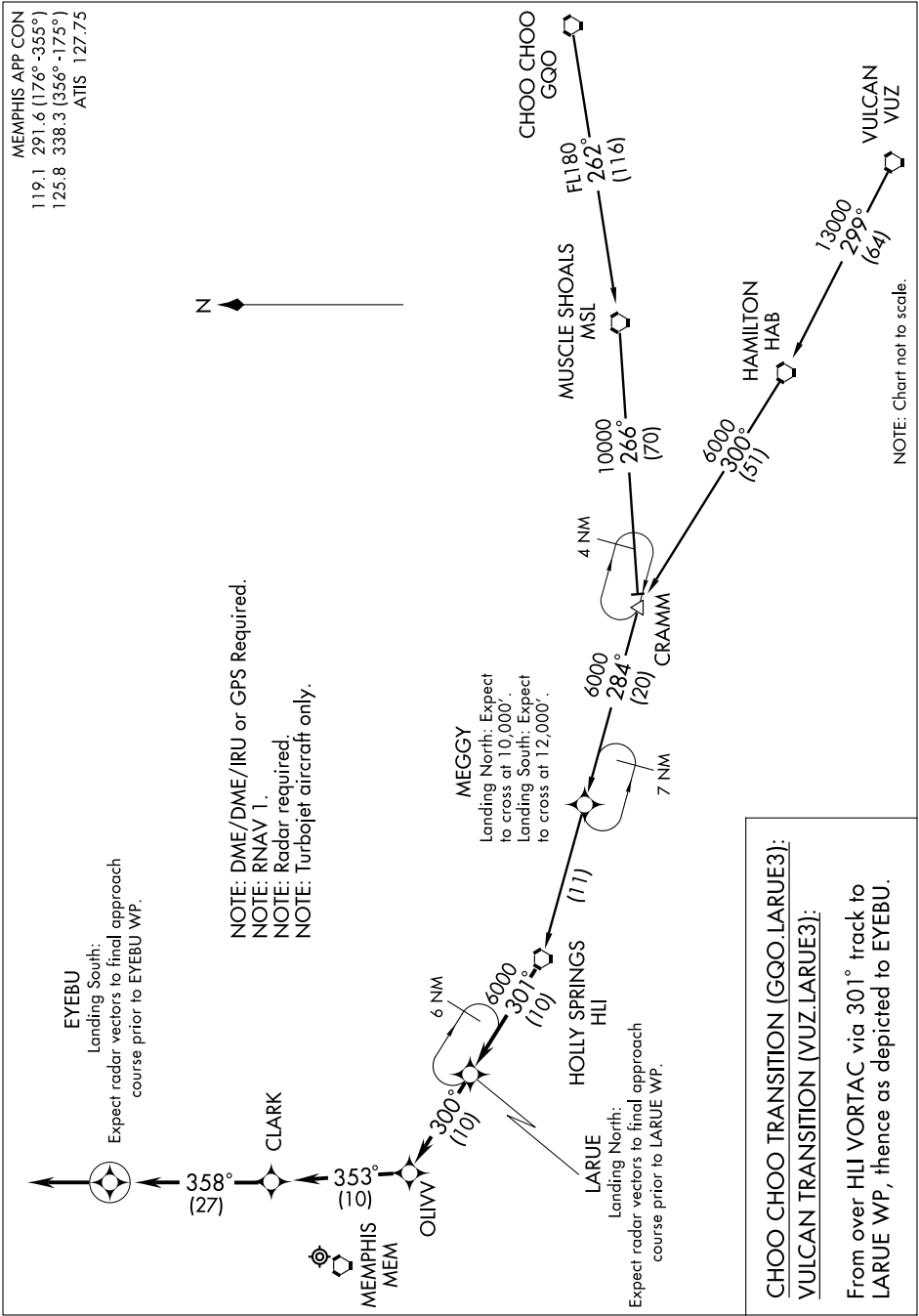
ELEV 341	D	1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6	HADAN I-MYO 14
		↑ hdg 070°				2000	3000
		VGS1 and ILS glidepath IM not coincident.				2000	GS 3.00° TCH 58
		335 MSL				437	
		1131'		844'		4.8 NM	7.3 NM
		A		B		C	D
		S-ILS 36R		CAT IIIa		RVRO7	
		S-ILS 36R		CAT IIIb		RVRO3	
		S-ILS 36R		CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

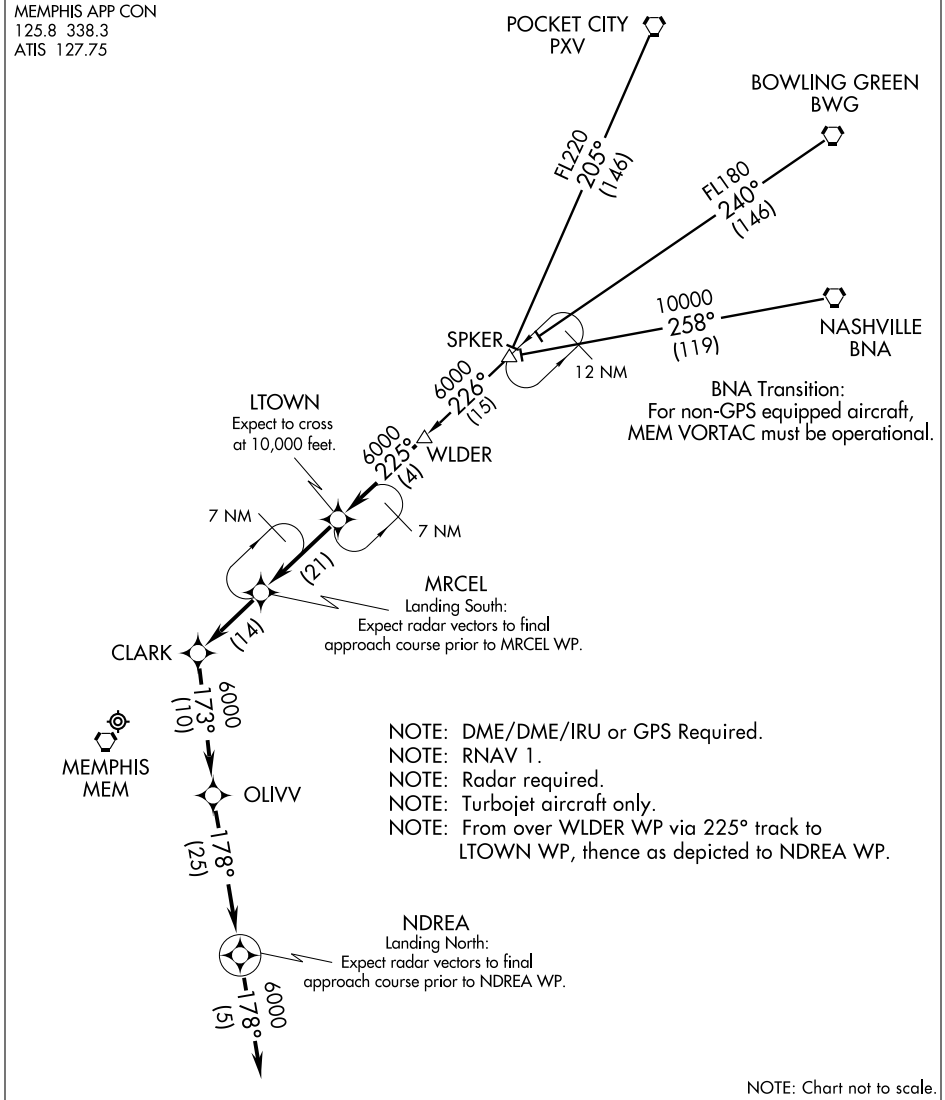
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



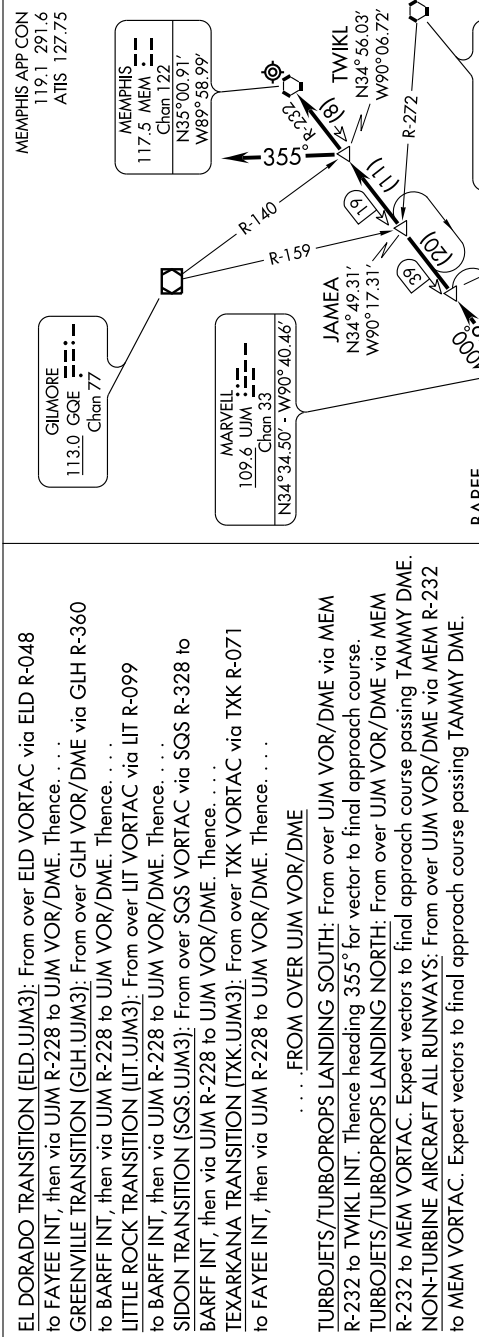
SE-1, 26 AUG 2010 to 23 SEP 2010



BOWLING GREEN TRANSITION (BWG.LTOWN4):
NASHVILLE TRANSITION (BNA.LTOWN4):
POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

SE-1, 26 AUG 2010 to 23 SEP 2010



SE-1, 26 AUG 2010 to 23 SEP 2010

MEMPHIS SEVEN DEPARTURE

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

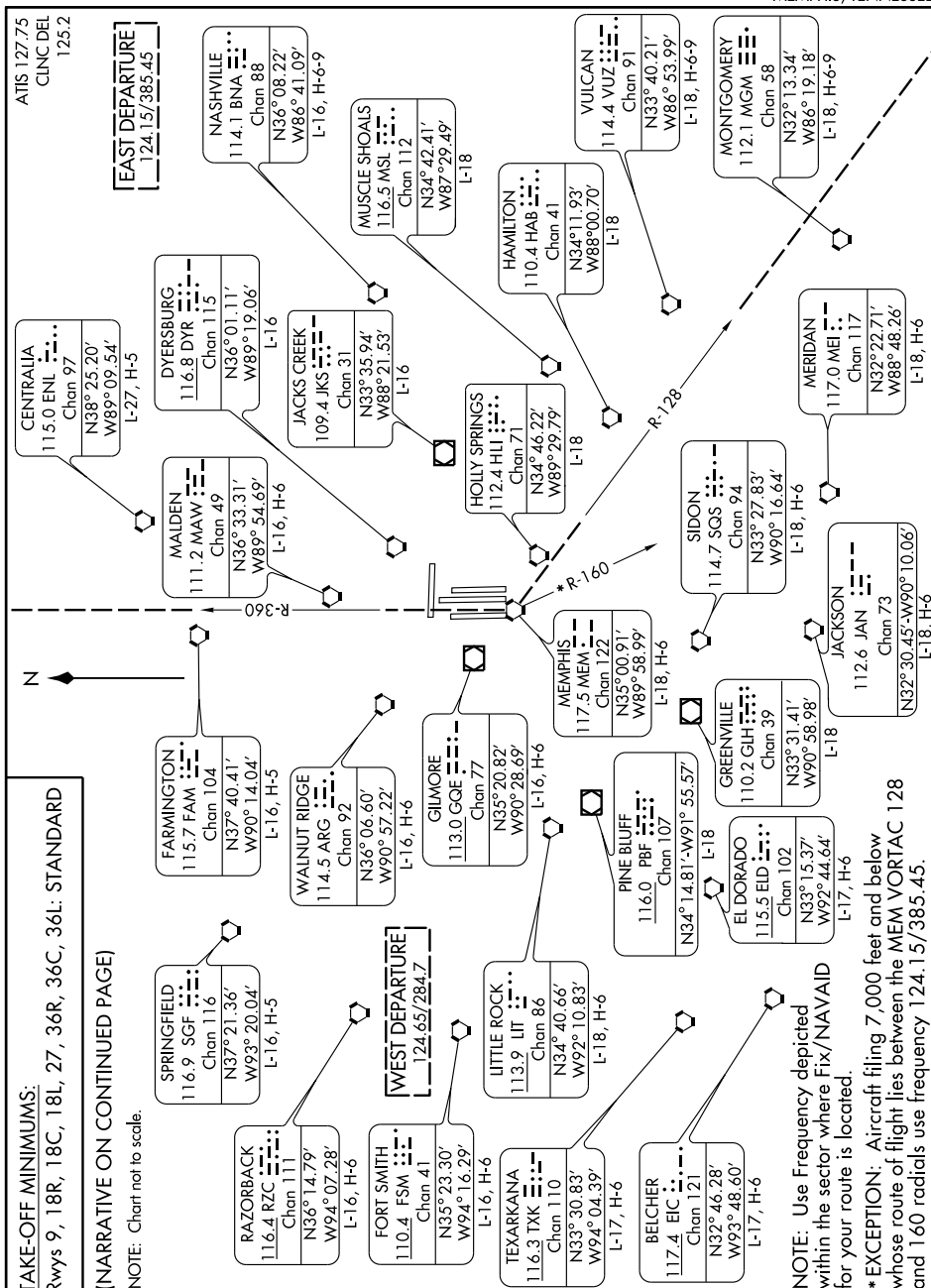
SE-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF MINIMUMS:

2ways 9, 18R, 18C, 18L, 27, 36R, 36C, 36L: STANDARD

(NARRATIVE ON CONTINUED PAGE)

NOTE: Chart not to scale.



NOTE: Use Frequency depicted within the sector where Fix/NAVAID for your route is located.

***EXCEPTION:** Aircraft filing 7,000 feet and below whose route of flight lies between the MEM VORTAC 128 and 160 radials use frequency 124.15/385.45

SE-1. 26 AUG 2010 to 23 SEP 2010

MEMPHIS SEVEN DEPARTURE

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES

RUNWAY 9:

Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.
Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.
Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

RUNWAY 18R:

Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

RUNWAY 18C:

Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

RUNWAY 18L:

Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

RUNWAY 27:

Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.
Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.
Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

RUNWAY 36C:

Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 63106 W09A	APP CRS 091°	Rwy Idg TDZE Apt Elev	8946 259 341
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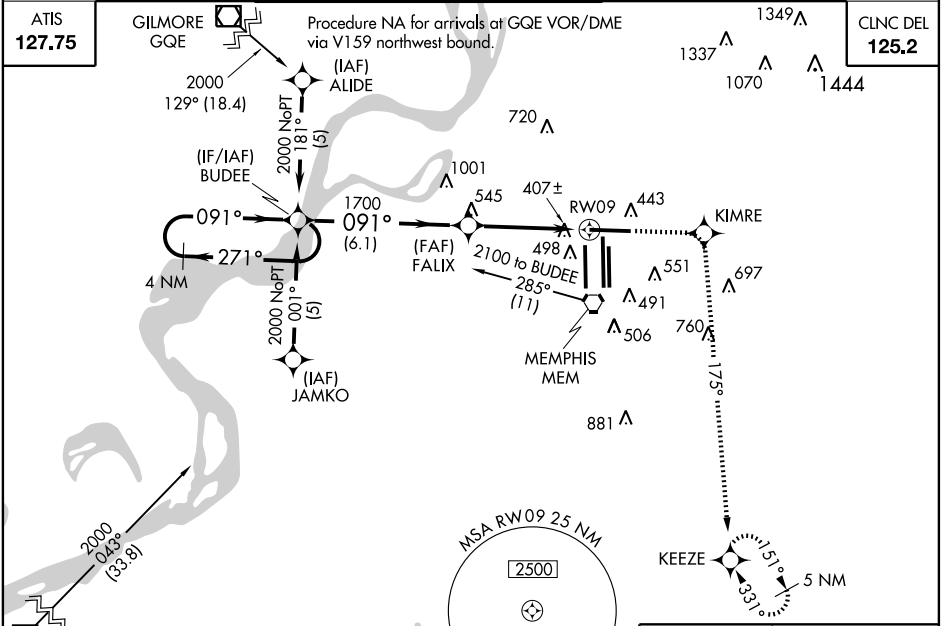
RNAV (GPS) RWY 9
MEMPHIS INTL (MEM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

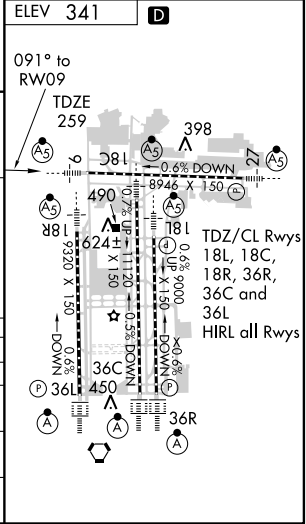
MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	118.3 257.8 (Rwy 9-27)	121.0 379.2 (Rwy 9-27)
125.8 338.3 (356°-175°)	119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2 (Rwys 18C-36C, 18L-36R)
	128.425 257.8 (Rwy 18R-36L)	121.65 379.2 (Rwy 18R-36L)



4 NM Holding Pattern		BUDEE	5000	KIMRE	175° trk	KEEZE
2000		←271°	091°→	FALIX	*1.4 NM to RW09	*LNAV Only
GS 3.00° TCH 52		1700	6.1 NM	3 NM	1.4 NM	
CATEGORY	A	B	C	D		
LPV DA	557/24 298 (300-½)					
LNAV/VNAV DA	751/60 492 (500-1¼)					
LNAV MDA	740/24 481 (400-½)	740/40 481 (400-¾)	740/50 481 (400-1)			
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)		



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 93607 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	8946 292 341
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RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

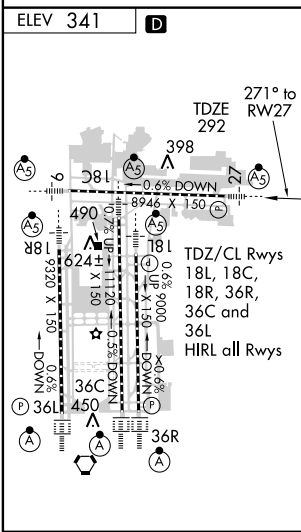
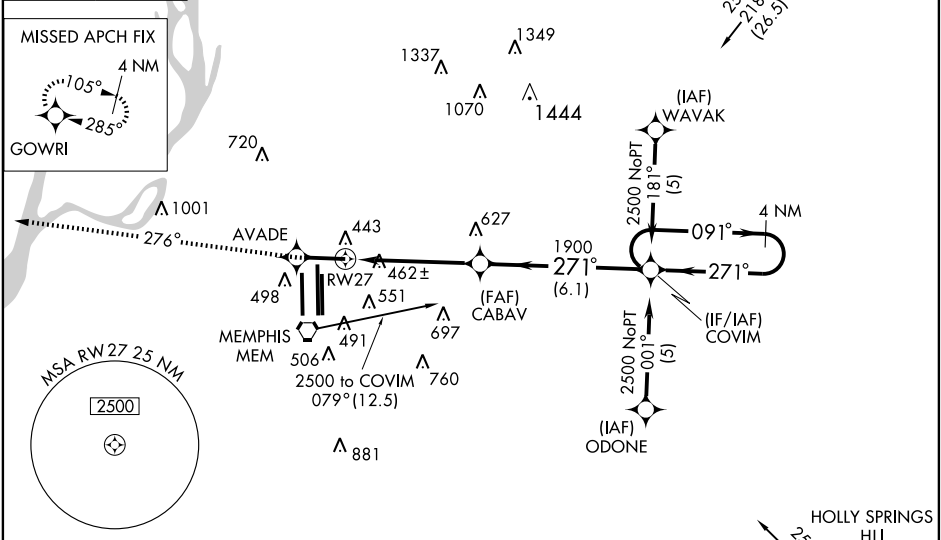
▼ For inoperative MALS/R, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALS/R

MISSED APPROACH: Climb to 5000 direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	CLNC DEL 125.2
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Procedure NA for arrivals at HLI VORTAC via airway radials 256 CW 303.					
5000 ↑	AVADE ✧	276° trk	GOWRI ✧	VGSI and RNAV Glidepath not coincident.	4 NM Holding Pattern
*LNAV only					
*1.1 NM to RWY 27					
RWY 27					
1.1 NM 3.7 NM 6.1 NM					
CABAV					
271°					
1900					
COVIM					
091°					
2500					
GS 3.00° TCH 54					
CATEGORY		A	B	C	D
LPV DA		621/24 329 (300-½)			
LNAV/ VNAV DA		751/50 459 (500-1)			
LNAV MDA		720/24	428 (400-½)	720/40 428 (400-¾)	720/50 428 (400-1)
CIRCLING		800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36C
MEMPHIS INTL (MEM)

ALSF-2

MISSED APPROACH: Climb to 3000
direct LAURI and hold.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
			(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
125.8	338.3	(356°-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

ATIS
127.75

CLNC DEL
125.2

A digital scale with a circular display. The text "MSA RW36C 25 NM" is curved along the top edge. The digital display shows the number "2500". Below the display is a small circular icon with four dots arranged in a square.


Procedure NA for arrivals
on UJM VORTAC airway
radials 011 CW 077.

Procedure NA for arrivals
on HLI VORTAC airway
radials 222 CW 303.



MARVELL
UJM

6 NM
Holding Pattern

3000	LAUR
↑	

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 60}$$

CATEGORY		A	B	C	D
LPV	DA	665/24 324 (400-½)			
LNAV/ VNAV	DA	728/40 387 (400-¾)			
LNAV MDA		760/24 419 (500-½)	760/40 419 (500-¾)	760/50 419 (500-1)	
CIRCLING		800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

Diagram illustrating the intersection of TDZE 341 and RW36C. The intersection is marked with a star. The diagram shows various traffic signals and signs, including 'A5' (Advance Stop), 'A' (Stop), 'P' (Priority), and 'D' (Roundabout). The intersection is labeled 'TDZE 341' and 'RW36C'. The diagram also shows the intersection of TDZE 341 and RW36C, with a scale bar indicating '358° to RW36C'.

WAAS CH 65907 W36A	APP CRS 358	Rwy Idg TDZE Apt Elev	9320 321 341
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RNAV (GPS) RWY 36L
MEMPHIS INTL(MEM)

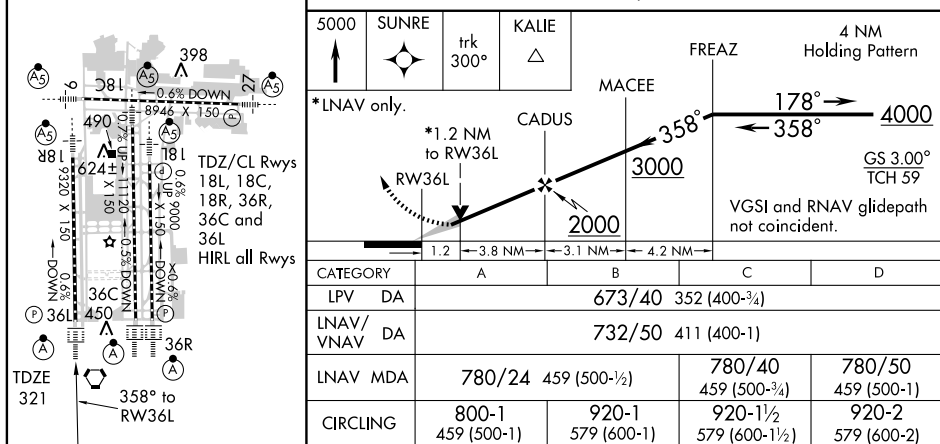
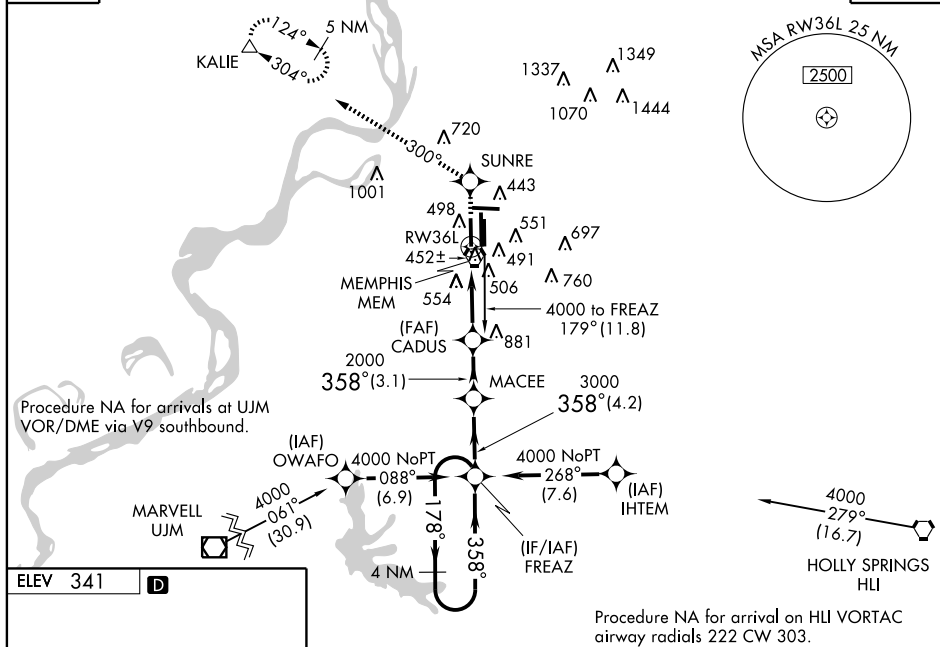
T For inoperative ALSF, increase LPV all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
			(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
125.8	338.3	(3566-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2


ATIS 127.75	Δ 1449	CLINC DEL 125.2
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WAAS CH 49107 W36D	APP CRS 358°	Rwy Idg TDZE Apt Elev	9000 335 341
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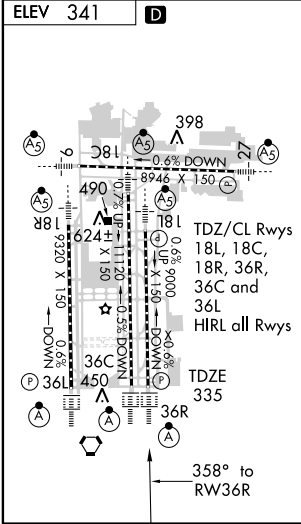
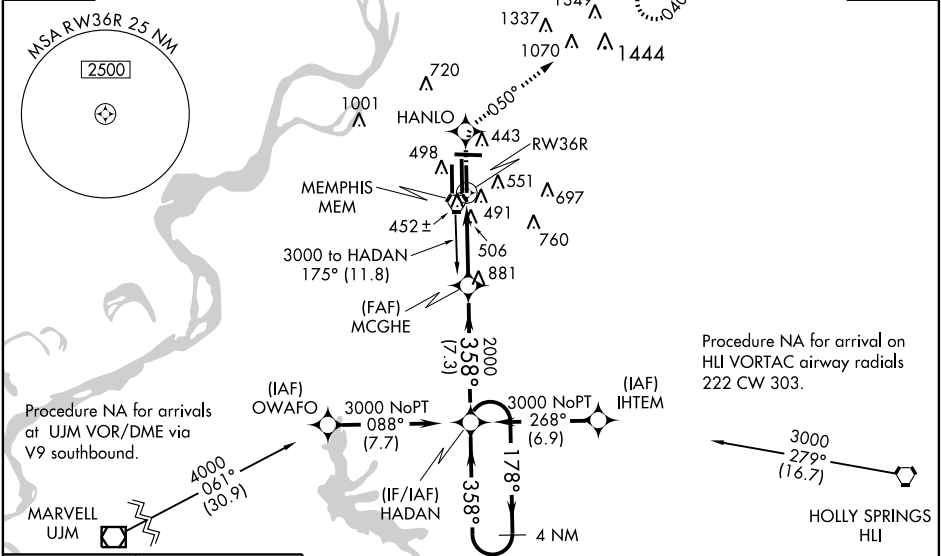
RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

▼ For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS 127.75	CINC DEL 125.2
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5000	HANLO	050° trk	OROCU	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
HADAN					
* RNAV Only					
* 1.2 NM to RW36R					
MCGHE					
358°					
178°					
3000					
GS 3.00° TCH 58					
1.2 NM 3.8 NM 7.3 NM					
CATEGORY	A	B	C	D	
LPV DA	639/24 304 (300-1/2)				
LNAV/VNAV DA	729/40 394 (400-3/4)				
LNAV MDA	760/24	425 (500-1/2)	760/40 425 (500-3/4)	760/50 425 (500-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1 579 (600-1 1/2)	920-2 579 (600-2)	

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 97507 W18D	APP CRS 178°	Rwy Idg TDZE 290 Apt Elev 341	11120
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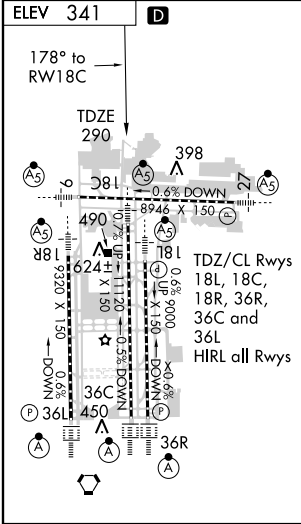
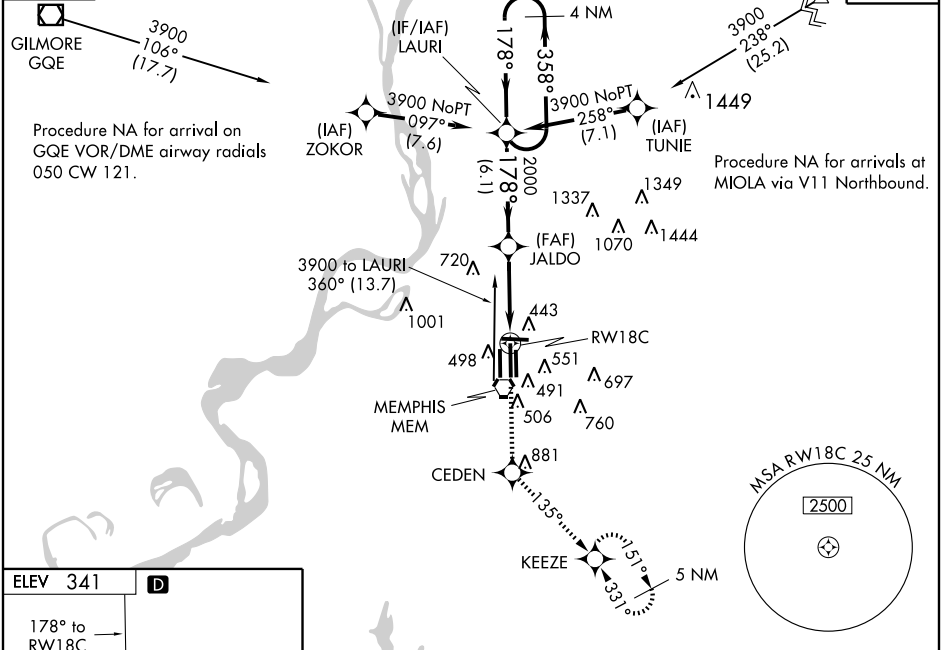
RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

▼ For inoperative MALSRR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.	MALSRR 	MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS 127.75	CLNC DEL 125.2
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5000	CEDEN	trk 135°	KEEZE	4 NM Holding Pattern
*LNAV only				
CATEGORY	A	B	C	D
LPV DA	665/40 375 (400-¾)			
LNAV/VNAV DA	741/60 451 (400-1¼)			
LNAV MDA	880/24 590 (600-½)	880/50 590 (600-1)	880/60 590 (600-1¼)	880/60 590 (600-1¼)
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	940-2 599 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 53307 W18B	APP CRS 178°	Rwy Idg 9000 TDZE 301 Apt Elev 341
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RNAV (GPS) Z RWY 18L
MEMPHIS INTL (MEM)

T For inoperative MALS/R, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

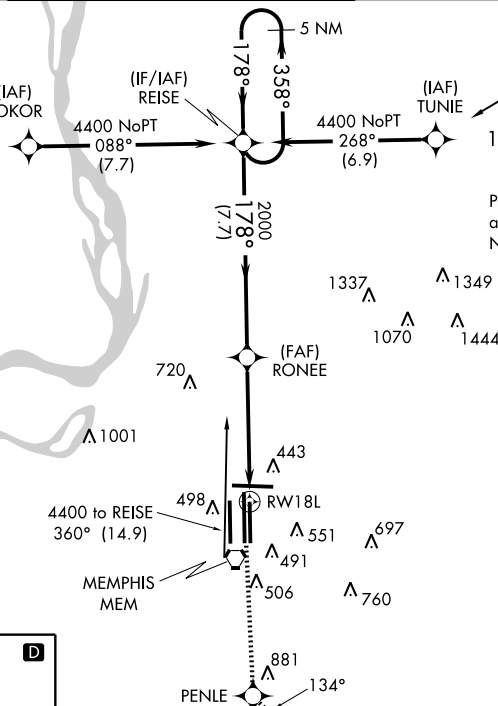
	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

ATIS
127.75

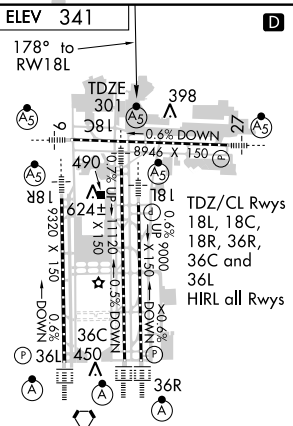
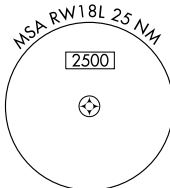
4400
106°
(17.7)

GILMORE

Procedure NA for arrival
on GQE VOR/DME airway
radials 050 CW 121.

CLNC DE
125.2

Procedure NA for arrivals
at MIOLA via V11
Northbound.



5000 ↑	PENLE ✦	TRK 134°	KEEZE ✦	VGSI and RNAV glidepath not coincident.	REISE 5 NM Holding Pattern
				<p>*LNAV only.</p> <p>*1.7 NM to RW18L</p> <p>RONEE 2000</p> <p>178°</p> <p>358° → 4400</p> <p>← 178°</p> <p>GS 3.00° TCH 60</p>	
CATEGORY	A		B	C	D
LPV DA	557/24 256 (300-½)				
LNAV/ VNAV DA	874-1½ 573 (600-1½)				
LNAV MDA	880/24 579 (600-½)			880/50 579 (600-1)	880/60 579 (600-1½)
CIRCLING	940-1 599 (600-1)			940-1½ 599 (600-1½)	940-2 599 (600-2)

WAAS CH 56606 W18A	APP CRS 178°	Rwy Idg 9127 TDZE 295 Apt Elev 341
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RNAV (GPS) Z RWY 18R
MEMPHIS INTL (MEM)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 5000 direct JAGUR and via track 221° to JEPOB and hold.</p>
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MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

ATIS
127.75

GILMOR
GQF

Procedure NA for arrival on
GQE VOR/DME airway radials
050 CW 121.

MISSED APCH FIX
5 NM
077°
257°
JEPOB



Procedure NA for arrivals at
MJOLA via V11 northbound.

CLNC DEL
125.2

ELEV 341

D

TDZE
295

5000 ↑	JAGUR 	trk 221°	JEPOB 
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5 NM
Holding Pattern

* LNAV Only

*1.7 NM to

* 1.7 NM to RW18R

1.7 NM 2.4 NM 7.6 NM

178° 178°

2000

GS 3.00°
TCH 52

GS 3.00
TCH 52

CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-½)			
LNAV/ VNAV DA	874-1½ 579 (600-1½)			
LNAV MDA	880/24 585 (600-½)	880/50 585 (600-1)	880/60 585 (600-1¼)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	

MEMPHIS, TENNESSEE
Amdt 2 09351

35°03'N-89°59'W

MEMPHIS INTL (MEM)
RNAV (GPS) Z RWY 18R

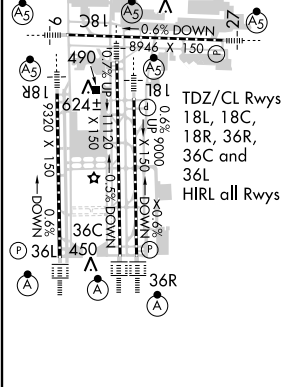
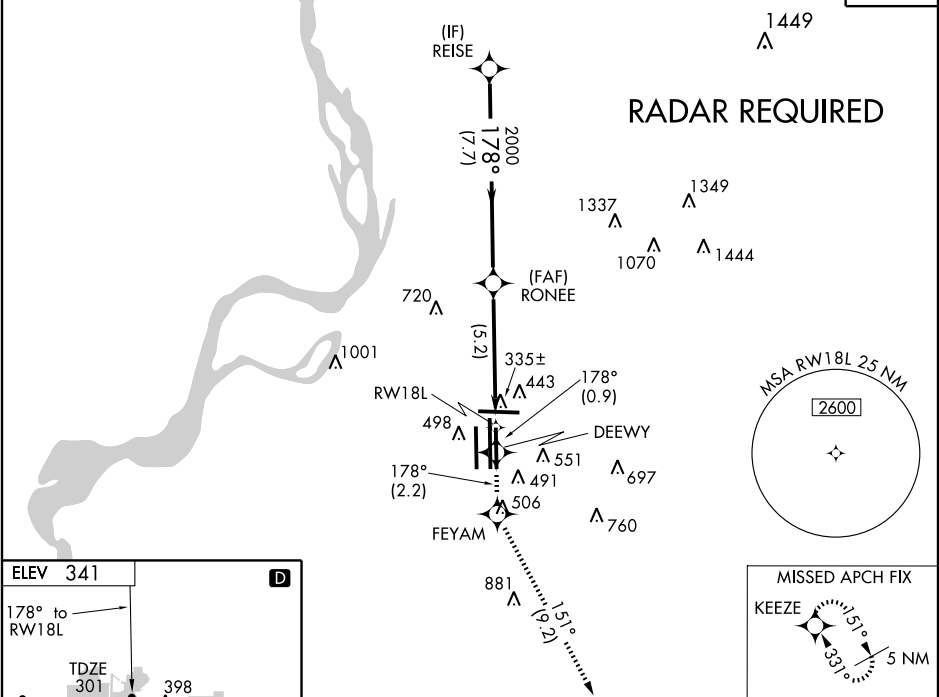
RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.	MALSR	MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS	CINC DEL
127.75	125.2



5000 ↑	trk 178°	DEEWY	trk 178°	FEYAM	trk 151°	KEEZE	REISE
VGSI and RNAV glidepath not coincident.				RONEE	4400		
RW18L				2000	178°		
				2000	GP 3.00° TCH 60		
5.2 NM				7.7 NM			
CATEGORY	A		B		C		D
RNP 0.11 DA	626/40		325 (300-¾)				
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED							

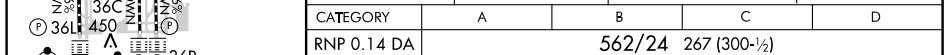
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-253 (FAA)

MEMPHIS INTL (MEM)

ATIS 127.75	 (IF) RAIM/S	Δ_{1449}	CLNC DEL 125.2
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SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

35°03'N-89°59'W

MEMPHIS INTL (MEM)
RNAV (RNP) X RWY 18R


SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	11120
178°	TDZE	290
	Apt Elev	341

RNAV (RNP) Y RWY 18C

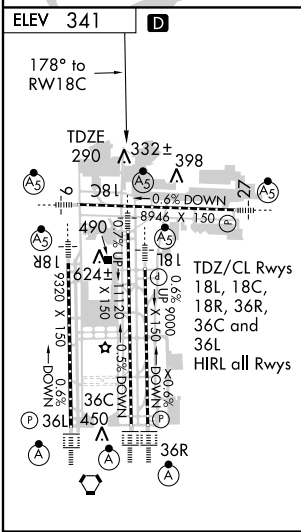
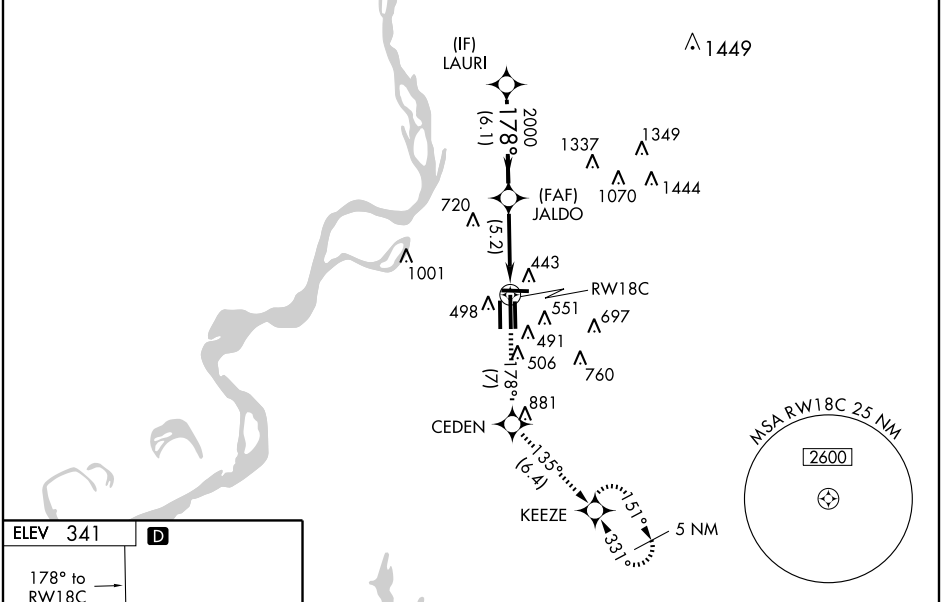
MEMPHIS INTL (MEM)

<p>▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). *Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30 * all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	CLNC DEL 125.2
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RADAR REQUIRED



5000	trk 178°	CEDEN	trk 135°	KEEZE	LAURI
					3900
		JALDO			2000
		RW18C			178°
					2000
		5.2 NM		6.1 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA*	614/40	324 (300-¾)			GP 3.00° TCH 54
RNP 0.30 DA	729/60	439 (400-1¼)			
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					

SE-1, 26 AUG 2010 to 23 SEP 2010


SE-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Y RWY 18L
MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F).
* Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30 * all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.

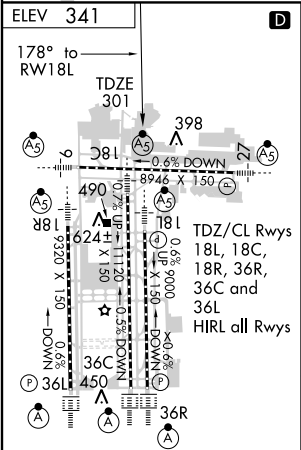
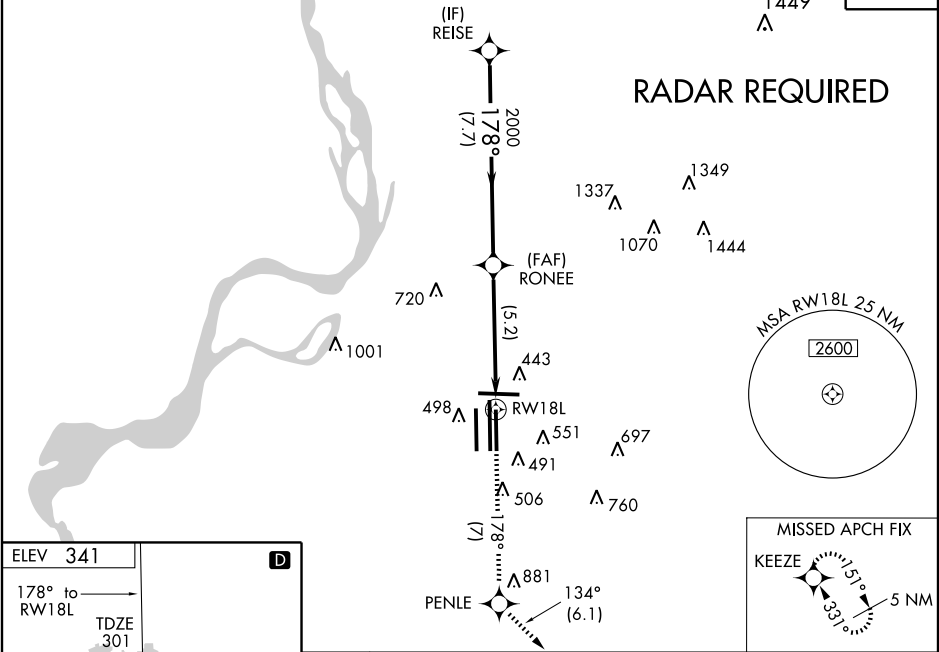
MALSR



MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	CLNC DEL 125.2
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5000	↑	trk 178°	PENLE	↑	trk 134°	KEEZE	↑	REISE
VGSI and RNAV glidepath not coincident.								
RW18L			RONEE			4400		
2000			2000			GP 3.00° TCH 60		
5.2 NM			7.7 NM					
CATEGORY	A		B		C		D	
RNP 0.30 DA*	678/50		377 (400-1)					
RNP 0.30 DA	771/60		470 (500-1¼)					

SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED

RNAV (RNP) Y RWY 18R
MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9127
178°	TDZE	295
	Apt Elev	341

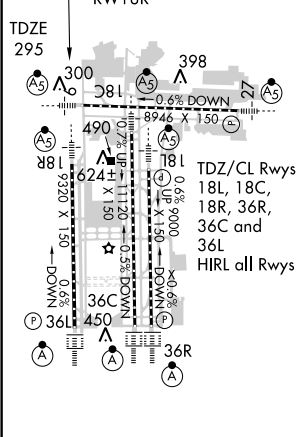
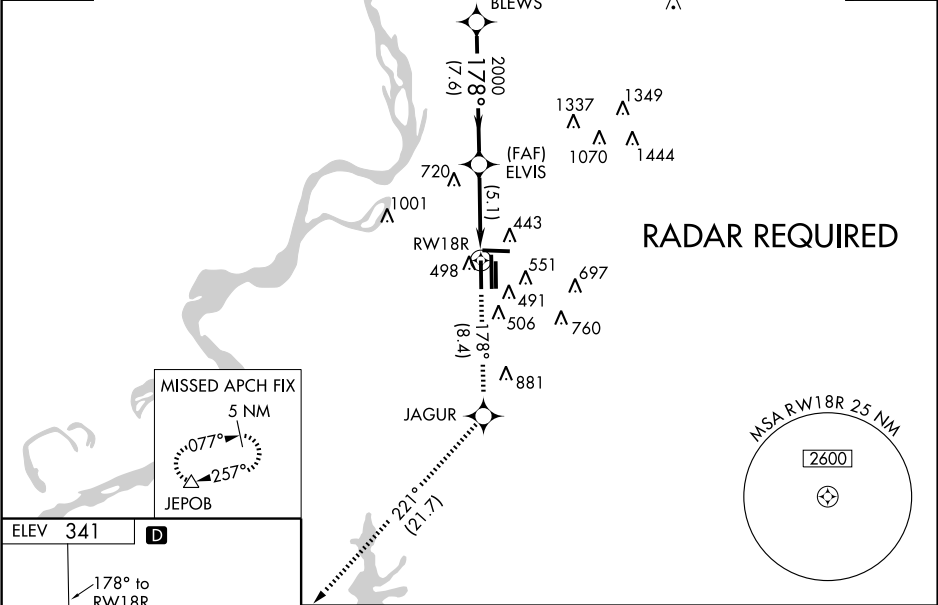
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19 * all Cats visibility to RVR 6000 mile, RNP 0.30 ** all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¼. * Missed approach requires minimum climb of 425 feet per NM to 1000. ** Missed approach requires minimum climb of 360 feet per NM to 1000.

MALSR	MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS
127.75

CLNC DEL
125.2

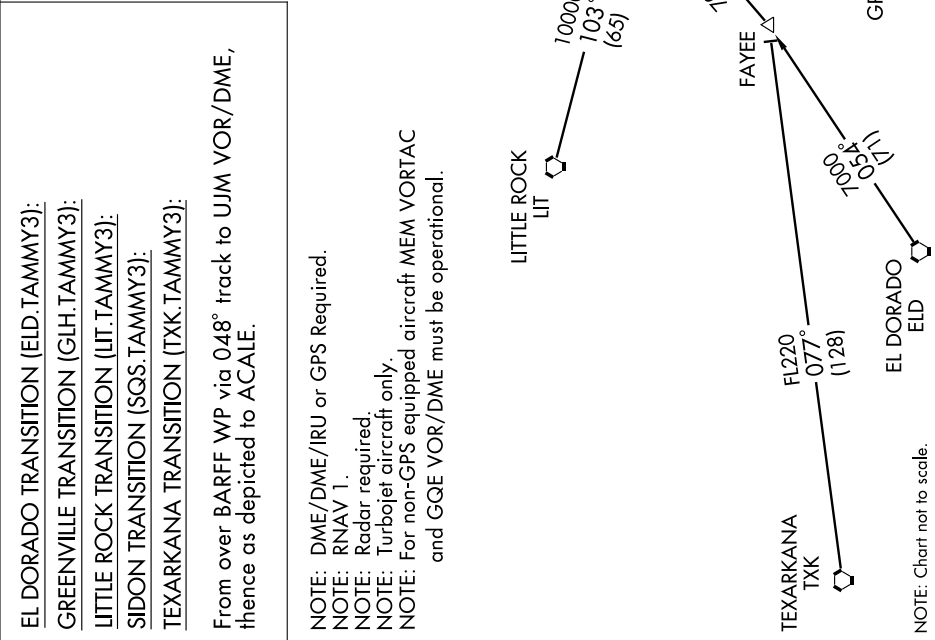


5000	trk 178°	JAGUR	trk 221°	JEPOB	BLEWS
					4400
					2000
					178°
					5.1 NM
					7.6 NM
					GP 3.00°
					TCH 52
CATEGORY	A	B	C	D	
RNP 0.19 * DA	641/40	346 (300-¾)			
RNP 0.30 ** DA	689/50	394 (400-1)			
RNP 0.30 DA	769/60	474 (500-1¼)			
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010


SE-1, 26 AUG 2010 to 23 SEP 2010





SE-1, 26 AUG 2010 to 23 SEP 2010

WILDER FIVE ARRIVAL


MEMPHIS INTL
MEMPHIS, TENNESSEE

POCKET CITY
113.3 PXV 
Chan 80
N37°55.70' - W87°45.74'
L-16, H-5


BOWLING GREEN
117.9 BWG 
Chan 126
N36°55.72' - W86°26.61'

DYERSBURG
 116.8 DYR 
 Chan 115
 N36°01.11' - W89°19.06'
 1-16

SPKER
N35°43.8
W89°04.

NASHVILLE
114.1 BNA 
Chan 88
N36°08.22'
W86°41.09'
I-16, H-6-9

McKELLAR
112.0 MKL
Chan 57
N35° 36.21'
W88° 54.63'

JACKS CREEK
109.4 JKS 
Chan 31
N35°35.94'
W88°21.53'

NOTE: RADAR Required.
NOTE: DME Required for holding
at LTOWN INT.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.WLDER5): From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

DYERSBURG TRANSITION (DYR.WLDER5): From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . . .

JACKS CREEK TRANSITION (JKS.WLDER5): From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . . .

McKELLAR TRANSITION (MKL.WLDER5): From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . . .

NASHVILLE TRANSITION (BNA.WLDER5): From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.WLDER5): From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

. . . from over WLDER INT.

TURBOJETS/TURBOPROPS LANDING NORTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

WLDER FIVE ARRIVAL
(WLDER.WLDER5) 08325

MEMPHIS, TENNESSEE
MEMPHIS INTL

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

MERSY N35°30.95' W88°57.42' NOTAM FILE MKL.
NDB (LOM) 394 MK 020° 5.4 NM to McKellar-Sipes Rgnl.

MEMPHIS

MILLINGTON

CHARLES W. BAKER (2M8) 4 SW UTC-6(-5DT) N35°16.74' W89°55.89'

MEMPHIS

247 B FUEL 100LL NOTAM FILE MKL

L-16H

RWY 18-36: H3500X75 (ASPH) S-25 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree. Rgt tfc.

RWY 18U-36U: H1600X75 (ASPH) S-4

RWY 18U: Tree. **RWY 36U:** Trees.

AIRPORT REMARKS: Attended 1400-2230Z. Unattended Thanksgiving and Christmas. Fixed-wing tkf/ldg prohibited from/to grass areas. Rwy 18U-36U for ultralt acft only. Rwy 18U-36U centerline stripes only.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS APP CON** 125.8 Ⓡ **MEMPHIS DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 008° 16.0 NM to fld. 360/01E.

MILLINGTON NDB (MHW) 232 MIG N35°16.83' W89°55.98' at fld. NOTAM FILE MKL. VFR only.

MILLINGTON RGNL JETPORT (NQA) 1 NE UTC-6(-5DT) N35°21.40' W89°52.22'

MEMPHIS

320 B S4 FUEL 100LL, JET A+ OX 4 ARFF Index—See Remarks

H-6J, L-16H

NOTAM FILE NQA.

IAP, AD

RWY 04-22: H8000X200 (ASPH-CONC-GRVD) S-150, D-170,

2S-175, 2D-309 HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 73'. 0.5% up.

RWY 22: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 73'. Rgt tfc. 0.5% down.

AIRPORT REMARKS: Attended continuously Mon-Fri, Sat-Sun 1130-0100Z. For svc after hrs call FBO 901-873-4144. Class IV, ARFF Index A. Index D avbl with prior notice. Rwy 04-22 first 1000 ft both ends and 3000 ft of NE portion not grvd. Twy B closed to air carrier ops. Rwy 22 REIL OTS indef. HIRL Rwy 04-22 and MALSR Rwy 22 preset low ints, to increase ints and ACTIVATE MALSR Rwy 22 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (901) 873-3630.

COMMUNICATIONS: CTAF 120.25 UNICOM 122.95

Ⓡ **MEMPHIS APP CON** 119.1 126.7 (176°-355°) 125.8 120.07 120.925 (356°-175°)

TOWER 120.25 (Mon 1500-0800Z, Tue-Fri 1130-0800Z,

Sat-Sun 1130-0100Z) **GND CON** 121.375

Ⓡ **MEMPHIS DEP CON** 124.65 (176°-355°) 121.0 124.15 (356°-175°)

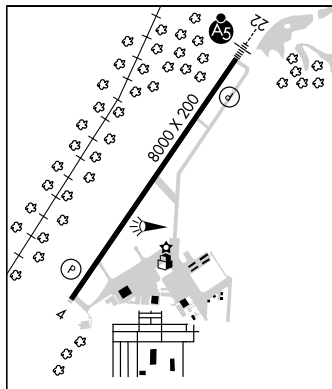
AIRSPACE: CLASS D svc (Mon 1500-0800Z, Tue-Fri 1130-0800Z, Sat-Sun 1130-0100Z) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 014° 21.2 NM to fld. 360/01E.

NDB (MHW) 232 MIG N35°16.83' W89°55.98' 029° 5.6 NM to fld. NOTAM FILE MKL. VFR only.

ILS/DME 109.75 I-NQA Chan 34(Y) Rwy 22. Class IE. Unmonitored when twr clsd.



MOCCA N36°33.33' W82°19.08' NOTAM FILE TRI.

CINCINNATI

NDB (LOM) 299 TR 226° 6.5 NM to Tri-Cities Rgnl TN/VA. Unmonitored when twr clsd.

L-25C

MONROE CO (See MADISONVILLE)

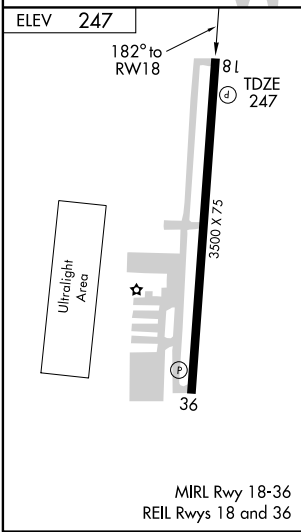
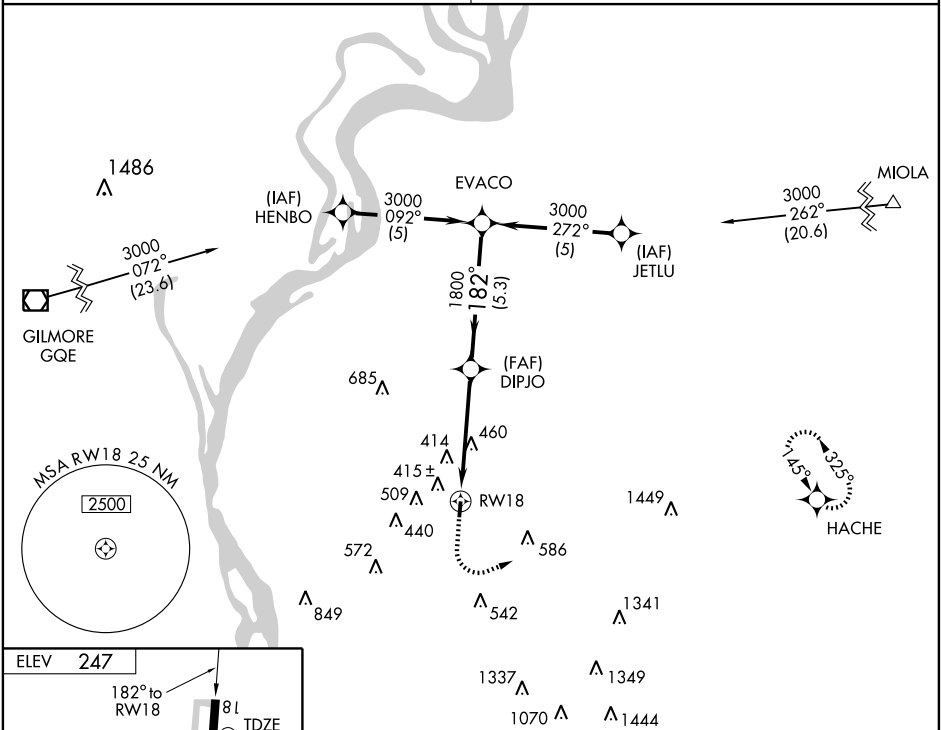
MOORE-MURRELL (See MORRISTOWN)

APP CRS	Rwy Idg	3500
182°	TDZE	247
	Apt Elev	247

GPS RWY 18
MILLINGTON/ CHARLES W. BAKER (2M8)

<p>▼ Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.</p>
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<p>MEMPHIS APP CON</p> <p>125.8 338.3</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>
---	-----------------------------------



1200

↑

3000

↷

HACHE

✦

EVACO

DIPJO

1800

182°

3000

Procedure Turn NA

VGSI and descent angles not coincident.

≤3.00°

TCH 40

4.8 NM

5.3 NM

RW18

↶

CATEGORY	A	B	C	D
S-18	800-1	553 (600-1)	800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1	573 (600-1)	820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

GPS RWY 36

MILLINGTON/ CHARLES W. BAKER (2M8)

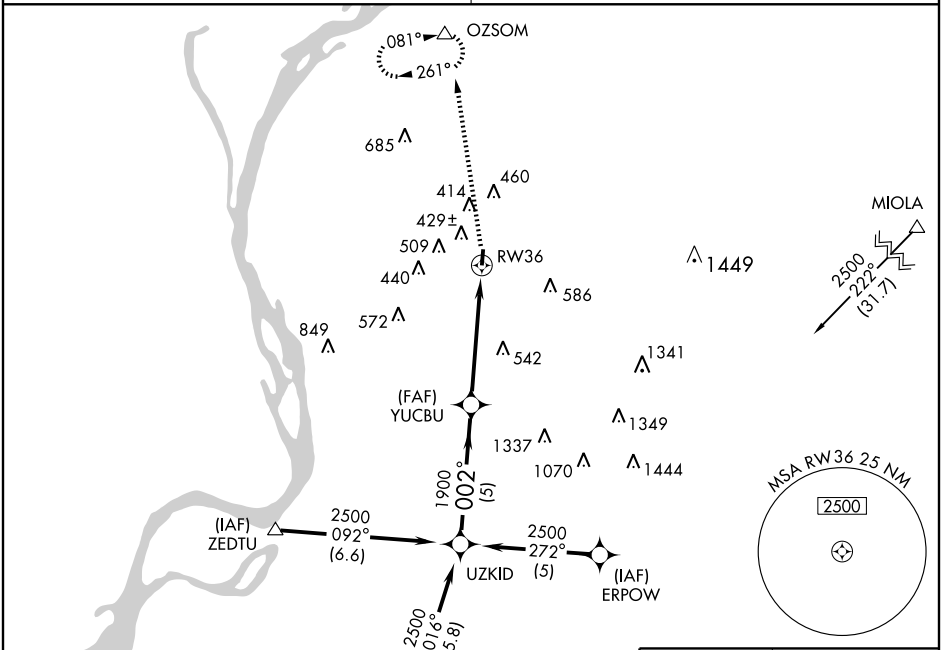
APP CRS	Rwy Idg	3500
002°	TDZE	246
	Apt Elev	247

▼ Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct OZSOM WP and hold.

MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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Procedure Turn NA

UZZKID 2500

YUCBU 1900

002°

3.04° TCH 40

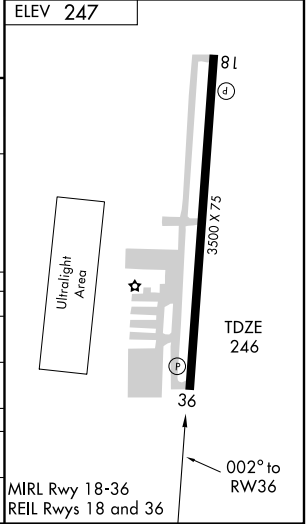
5 NM

5 NM

3000 OZSOM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-36	780-1	534 (600-1)	780-1½ 534 (600-1½)	NA
CIRCLING	800-1	553 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1	554 (600-1)	800-1½ 554 (600-1½)	NA
CIRCLING	820-1	573 (600-1)	920-2 673 (700-2)	NA



SE-1, 26 AUG 2010 to 23 SEP 2010

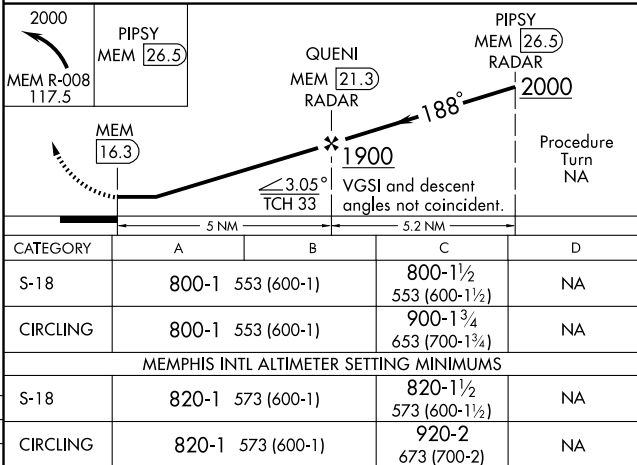
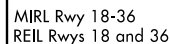
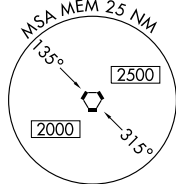
SE-1, 26 AUG 2010 to 23 SEP 2010

AL-9016 (FAA)

VOR/DME RWY 18
MILLINGTON/ CHARLES W.BAKER (2M8)

MISSED APPROACH: Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

UNICOM
122.8 (CTAF)



MILLINGTON/ CHARLES W.BAKER (2M8)

35°17'N-89°56'W

VOR/DME RWY 18

SE-1, 26 AUG 2010 to 23 SEP 2010

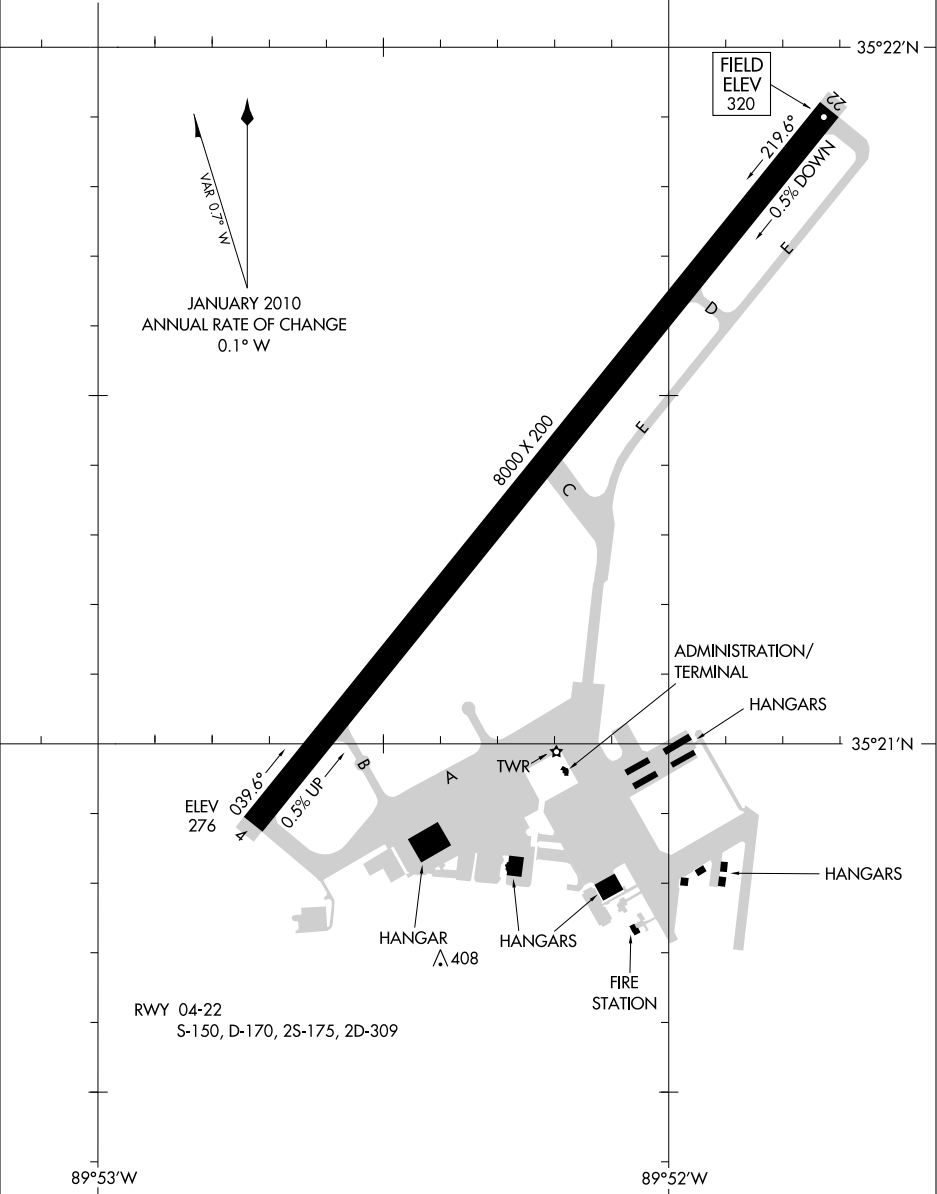
10210

AIRPORT DIAGRAM

AL-910 (FAA)

MILLINGTON RGNL JETPORT (NQA)
MILLINGTON, TENNESSEE

AWOS-3
118.925
MILLINGTON TOWER★
120.25 340.2
GND CON
121.375



AIRPORT DIAGRAM

10210

MILLINGTON, TENNESSEE
MILLINGTON RGNL JETPORT (NQA)

MERSY N35°30.95' W88°57.42' NOTAM FILE MKL.
NDB (LOM) 394 MK 020° 5.4 NM to McKellar-Sipes Rgnl.

MEMPHIS

MILLINGTON

CHARLES W. BAKER (2M8) 4 SW UTC-6(-5DT) N35°16.74' W89°55.89'

MEMPHIS

247 B FUEL 100LL NOTAM FILE MKL

L-16H

RWY 18-36: H3500X75 (ASPH) S-25 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree. Rgt tfc.

RWY 18U-36U: H1600X75 (ASPH) S-4

RWY 18U: Tree. RWY 36U: Trees.

AIRPORT REMARKS: Attended 1400-2230Z. Unattended Thanksgiving and Christmas. Fixed-wing tkf/ldg prohibited from/to grass areas. Rwy 18U-36U for ultralgt acft only. Rwy 18U-36U centerline stripes only.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS APP CON** 125.8 Ⓡ **MEMPHIS DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 008° 16.0 NM to fld. 360/01E.

MILLINGTON NDB (MHW) 232 MIG N35°16.83' W89°55.98' at fld. NOTAM FILE MKL. VFR only.

MILLINGTON RGNL JETPORT

(NQA) 1 NE UTC-6(-5DT) N35°21.40' W89°52.22'

MEMPHIS

320 B S4 FUEL 100LL, JET A+ OX 4 ARFF Index—See Remarks

H-6J, L-16H

NOTAM FILE NQA.

IAP, AD

RWY 04-22: H8000X200 (ASPH-CONC-GRVD) S-150, D-170,

2S-175, 2D-309 HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 73'. 0.5% up.

RWY 22: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 73'. Rgt tfc. 0.5% down.

AIRPORT REMARKS: Attended continuously Mon-Fri, Sat-Sun 1130-0100Z. For svc after hrs call FBO 901-873-4144. Class IV, ARFF Index A. Index D avbl with prior notice. Rwy 04-22 first 1000 ft both ends and 3000 ft of NE portion not grvd. Twy B closed to air carrier ops. Rwy 22 REIL OTS indef. HIRL Rwy 04-22 and MALSR Rwy 22 preset low ints, to increase ints and ACTIVATE MALSR Rwy 22 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (901) 873-3630.

COMMUNICATIONS: CTAF 120.25 UNICOM 122.95

Ⓡ **MEMPHIS APP CON** 119.1 126.7 (176°-355°) 125.8 120.07 120.925 (356°-175°)

TOWER 120.25 (Mon 1500-0800Z, Tue-Fri 1130-0800Z,

Sat-Sun 1130-0100Z) **GND CON** 121.375

Ⓡ **MEMPHIS DEP CON** 124.65 (176°-355°) 121.0 124.15 (356°-175°)

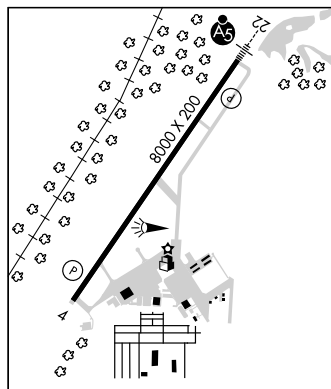
AIRSPACE: CLASS D svc (Mon 1500-0800Z, Tue-Fri 1130-0800Z, Sat-Sun 1130-0100Z) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 014° 21.2 NM to fld. 360/01E.

NDB (MHW) 232 MIG N35°16.83' W89°55.98' 029° 5.6 NM to fld. NOTAM FILE MKL. VFR only.

ILS/DME 109.75 I-NQA Chan 34(Y) Rwy 22. Class IE. Unmonitored when twr clsd.



MOCCA N36°33.33' W82°19.08' NOTAM FILE TRI.
NDB (LOM) 299 TR 226° 6.5 NM to Tri-Cities Rgnl TN/VA. Unmonitored when twr clsd.

CINCINNATI

L-25C

MONROE CO (See MADISONVILLE)

MOORE-MURRELL (See MORRISTOWN)

LOC/DME I-NQA 109.75 Chan 34 (Y)	APP CRS 219°	Rwy Idg TDZE Apt Elev	8000 320 320
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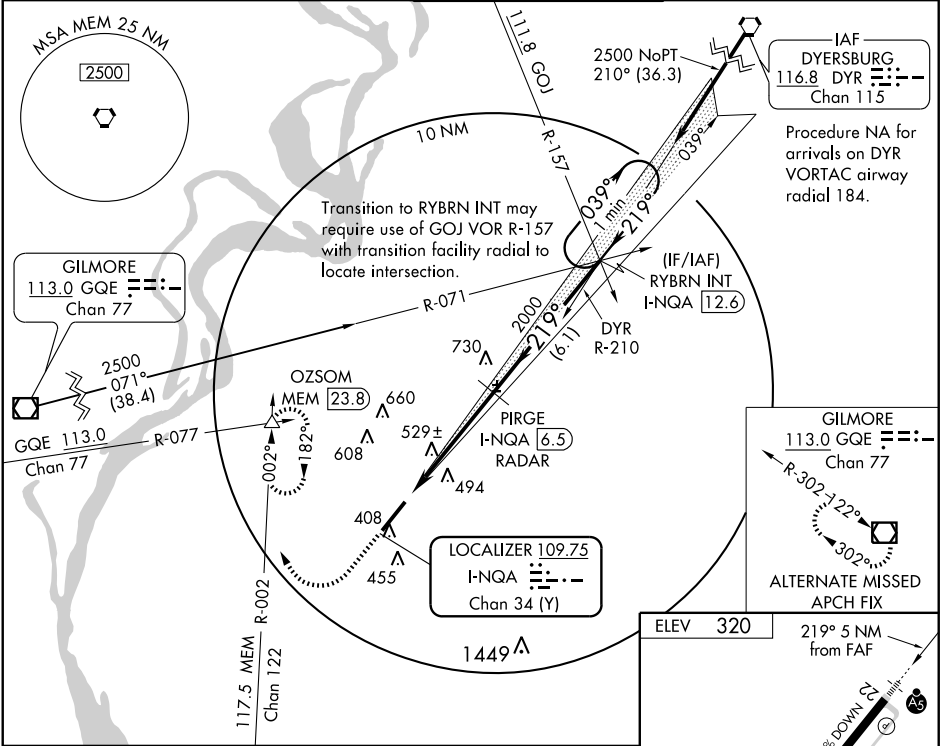
ILS or LOC RWY 22
MILLINGTON RGNL JETPORT (NQA)

For inoperative MALSR, increase S-ILS Cat E visibility to ¾ and S-LOC Cat E visibility to 1½. DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

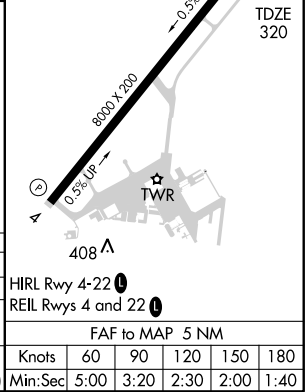
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95
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1000	3000	OZSOM	VGSI and ILS glidepath not coincident.	RYBRN INT I-NQA 12.6	One Minute Holding Pattern
MEM R-002 117.5		PIRGE I-NQA 6.5 RADAR			
I-NQA 1.5	I-NQA 2.7	2000	219°	039°	2500
1.2 NM	3.8 NM	6.1 NM			GS 3.00° TCH 55
CATEGORY	A	B	C	D	E
S-ILS 22			520-½	200 (200-½)	
S-LOC 22	780-½	460 (500-½)	780-¾ 460 (500-¾)	780-1	460 (500-1)
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)



SE-1, 26 AUG 2010 to 23 SEP 2010

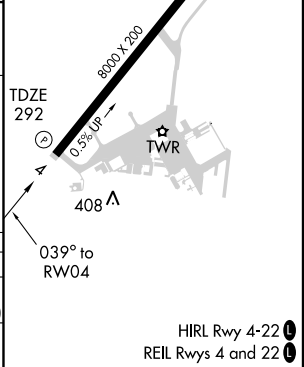
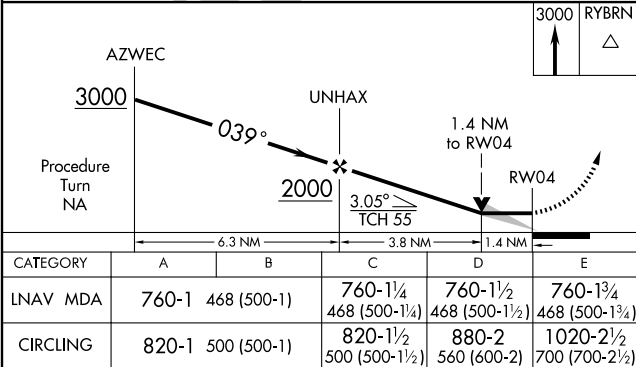
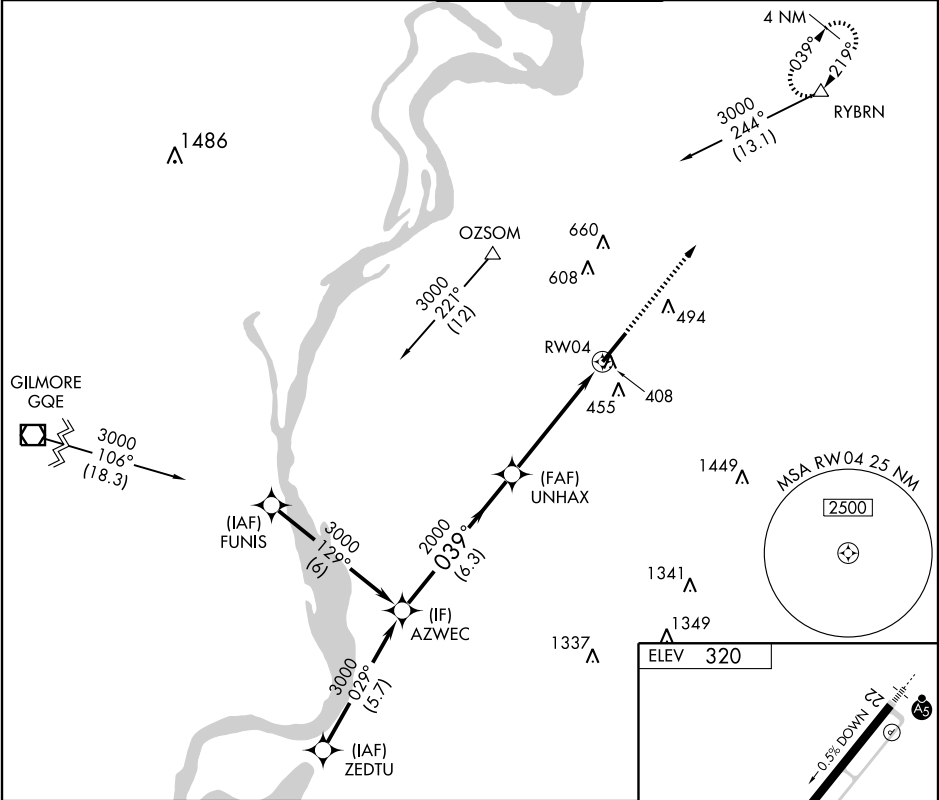
SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8000
039°	TDZE	292
	Apt Elev	320

RNAV (GPS) RWY 4
MILLINGTON RGNL JETPORT (NQA)

<p>▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct RYBRN and hold.</p>
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AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-910 (FAA)

WAAS CH 86212 W22A	APP CRS 219°	Rwy Idg 8000 TDZE 320 Apt Elev 320
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RNAV (GPS) RWY 22
MILLINGTON RGNL JETPORT (NQA)

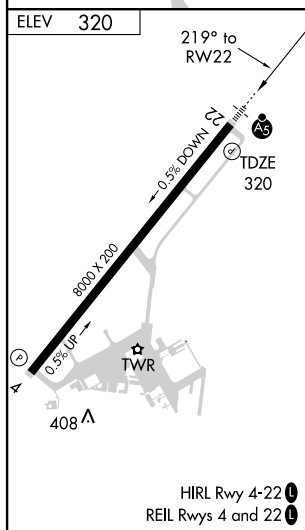
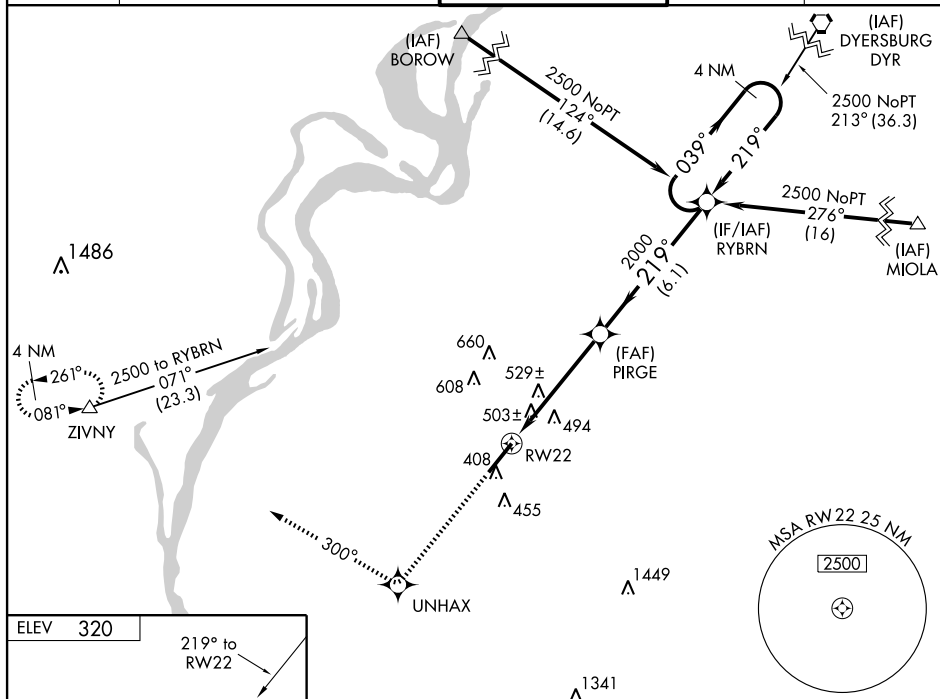
A For inoperative MALS, increase LPV Cat E visibility to $\frac{3}{4}$, LNAV/VNAV Cat. E visibility to $\frac{3}{4}$ and LNAV Cat. E visibility to $\frac{1}{2}$. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH:
Climb to 2500 direct
UNHAX and via 300°
track to ZIVNY and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		570-1/2	250 (300-1/2)		
LNAV/VNAV DA		795-1 1/4	475 (500-1/4)		
LNAV MDA	780-1/2 460 (500-1/2)		780-3/4 460 (500-3/4)	780-1	460 (500-1)
CIRCLING	820-1 500 (500-1)		820-1 1/2 500 (500-1 1/2)	880-2 560 (600-2)	1020-2 1/2 700 (700-2 1/2)

MILLINGTON, TENNESSEE
Amdt 1A 10154

35°21'N-89°52'W

MILLINGTON RGNL JETPORT (NQA)
RNAV (GPS) RWY 22

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC MEM	APP CRS	Rwy Idg	8000
117.5	195°	TDZE	320
Chan 122		Apt Elev	320

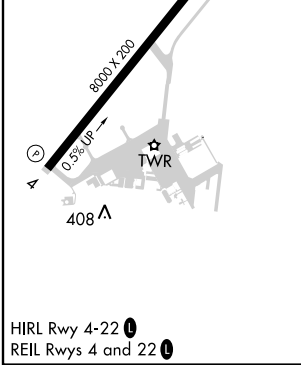
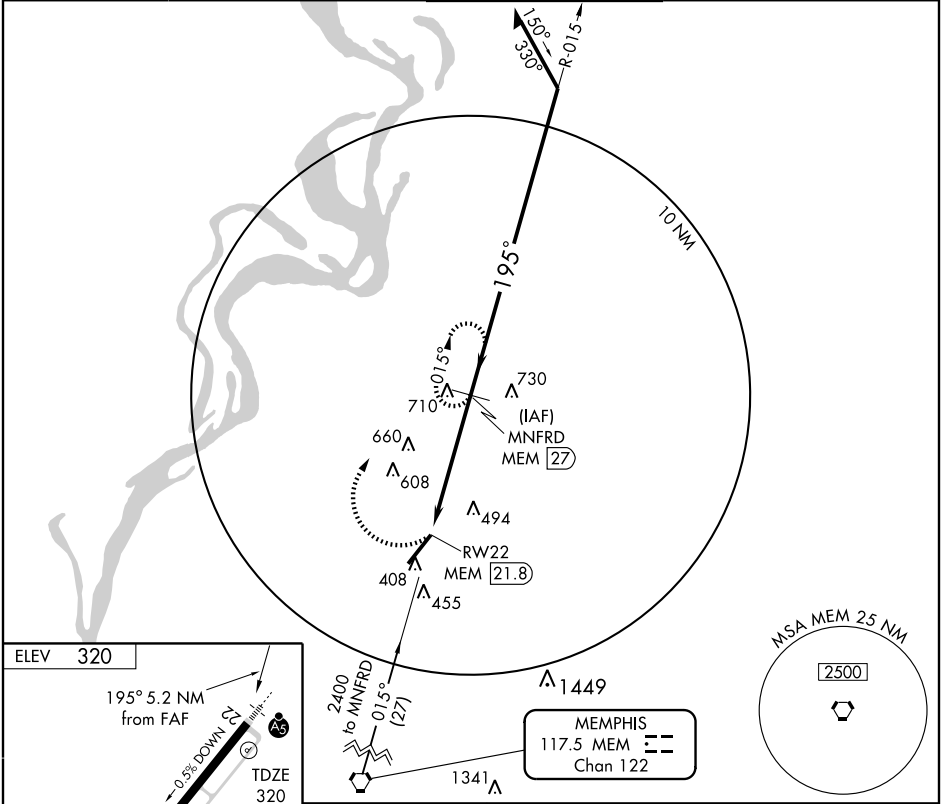
VOR/DME or TACAN RWY 22
MILLINGTON RGNL JETPORT (NQA)

⚠ Inoperative table does not apply.
If local altimeter setting not received, use Memphis
altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via
MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER *	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) 340.2	121.375	122.95



2000		MNFRD MEM 27	MNFRD MEM 27		Remain within 15 NM
MEM R-015 117.5		RW22 MEM 21.8		2000	
2000		2000		015°	
2000		2000		195°	
2000		2000		2.94°	
2000		2000		TCH 55	
2000		2000		5.2 NM	
CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

MORRISTOWN**MOORE-MURRELL** (MOR) 4 SW UTC-5(-4DT) N36°10.76' W83°22.53'

1313 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5717X100 (ASPH) S-25 MIRL 0.7% up SW

RWY 05: REIL. MALSF. VASI(V4L)—GA 3.0°TCH 47'. Tree.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 53'. P-line.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer on and in/ovf arpt.

MALSF ots indef. ACTIVATE VASI Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.725 (423) 587-5886.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KNOXVILLE APP/DEP CON 132.8

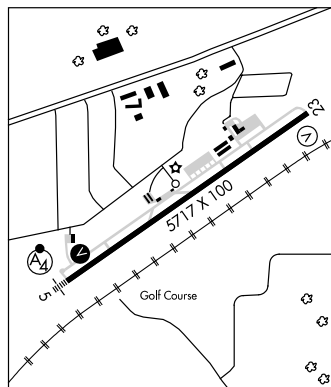
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 330° 28.1 NM to fld. 4239/04W.

JEFFERSON NDB (MHW) 346 JXT N36°06.63' W83°28.54'

054° 6.4 NM to fld. NOTAM FILE BNA.

SDF/DME 109.5 MOR Chan 32 Rwy 05. (Unmonitored
0200-1200Z±)CINCINNATI
H-98, 126, L-258
IAP**MOUNTAIN CITY****JOHNSON CO** (6A4) 4 S UTC-5(-4DT) N36°25.07' W81°49.51'

2240 S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 06-24: H4498X75 (ASPH) D-26, 2D-37

RWY 06: Tree. Rgt t/c.

RWY 24: P-line.

AIRPORT REMARKS: Attended 1400-2200Z±. Other hrs by request. Bird

and deer activity in/ovf arpt. Mountainous terrain; high peaks all

quadrants. Ngt ops not recommended for transient t/c due to

terrain. For FBO svc call 423-727-1223.

WEATHER DATA SOURCES: AWOS-3 126.225 (423) 727-4365.**COMMUNICATIONS:** CTAF/UNICOM 122.7

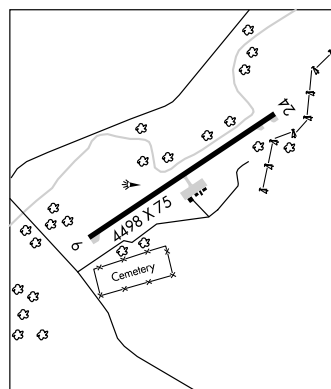
TRI CITY APP/DEP CON 134.425 (1100-0500Z±)

ATLANTA CENTER APP/DEP CON 125.15 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMT Chan 93 N36°26.22'

W82°07.77' 098° 14.8 NM to fld. 4321/04W.

CINCINNATI
L-25C
IAP

AL-5549 (FAA)

NDB JXT <u>346</u>	APP CRS 053°	Rwy Idg TDZE Apt Elev	5717 1313 1313
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NDB or GPS RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

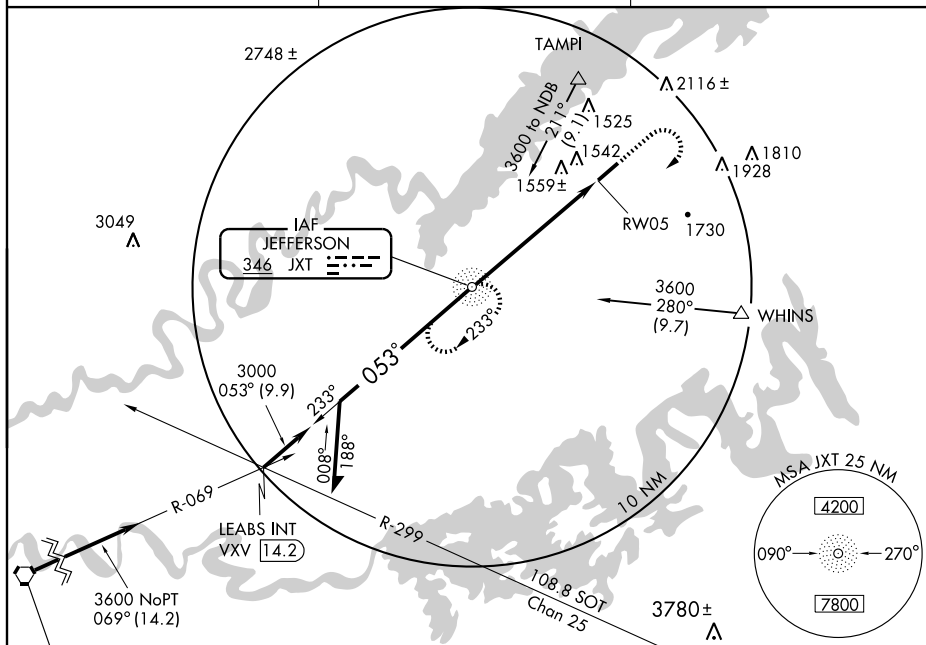
T If local altimeter setting not received, use Knoxville
A NA altimeter setting and increase all MDAs 140 feet.
Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

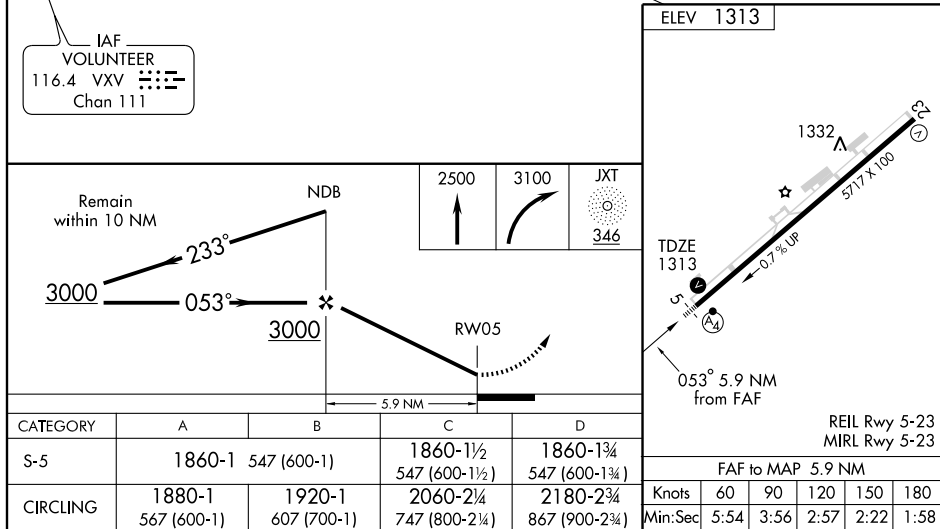
AWOS-3
126.725

KNOXVILLE APP CON
132.8 360.8

UNICOM
122.8 (CTAF) **L**

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



MORRISTOWN, TENNESSEE
Amdt 4A 09183

36°11'N-83°23'W

MORRISTOWN/MOORE-MURRELL (MOR)
NDB or GPS RWY 5

AL-5549 (FAA)

SDF MOR 109.5 Chan 32	APP CRS 053°	Rwy Idg 5717 TDZE 1313 Apt Elev 1313
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SDF RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

T If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.

A NA Inoperative table does not apply.

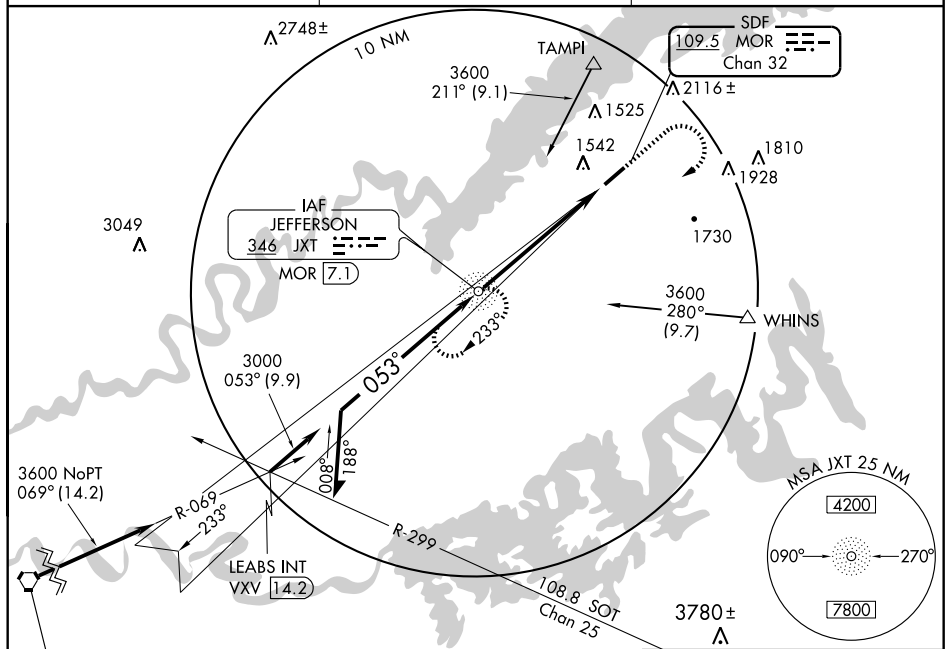
ADF REQUIRED

MALSF

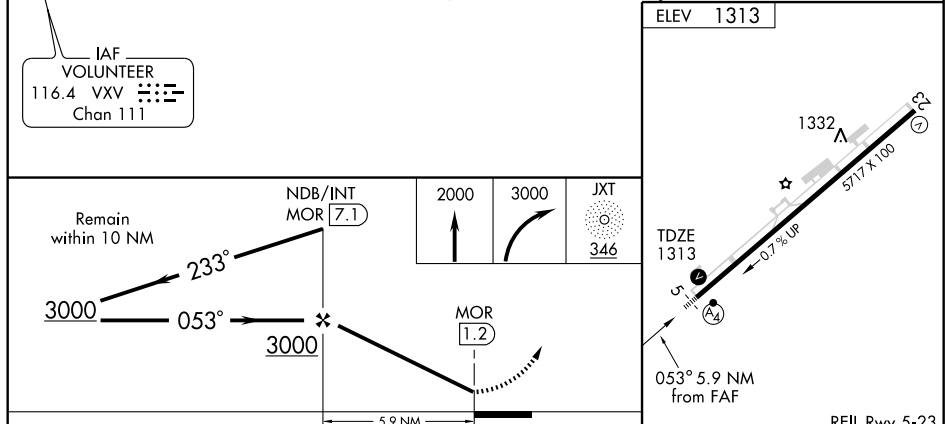


MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) 0
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ELEV 1313



CATEGORY	A	B	C	D	Knots					
S-5	1720-1	407 (500-1)	1720-1¼	407 (500-1¼)	FAF to MAP 5.9 NM					
CIRCLING	1880-1	1920-1	2060-2¼	2180-2¾	Knots	60	90	120	150	180
	567 (600-1)	607 (700-1)	747 (800-2¼)	867 (900-2¾)	Min:Sec	5:54	3:56	2:57	2:22	1:58

MORRISTOWN, TENNESSEE

Amdt 4 09183

MORRISTOWN/MOORE-MURRELL (MOR)

36°11'N-83°23'W

SDF RWY 5

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

MORRISTOWN**MOORE-MURRELL** (MOR) 4 SW UTC-5(-4DT) N36°10.76' W83°22.53'

1313 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5717X100 (ASPH) S-25 MIRL 0.7% up SW

RWY 05: REIL. MALSF. VASI(V4L)—GA 3.0°TCH 47'. Tree.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 53'. P-line.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer on and infov arpt.

MALSF ots indef. ACTIVATE VASI Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.725 (423) 587-5886.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KNOXVILLE APP/DEP CON 132.8

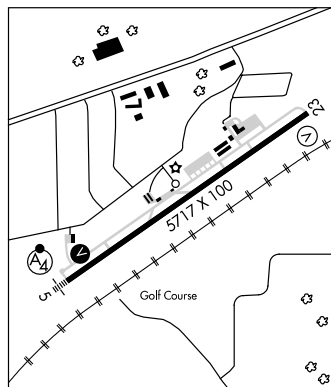
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 330° 28.1 NM to fld. 4239/04W.

JEFFERSON NDB (MHW) 346 JXT N36°06.63' W83°28.54'

054° 6.4 NM to fld. NOTAM FILE BNA.

SDF/DME 109.5 MOR Chan 32 Rwy 05. (Unmonitored
0200-1200Z±)CINCINNATI
H-9B, 126, L-25B
IAP**MOUNTAIN CITY****JOHNSON CO** (6A4) 4 S UTC-5(-4DT) N36°25.07' W81°49.51'

2240 S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 06-24: H4498X75 (ASPH) D-26, 2D-37

RWY 06: Tree. Rgt tfc.

RWY 24: P-line.

AIRPORT REMARKS: Attended 1400-2200Z±. Other hrs by request. Bird

and deer activity infov arpt. Mountainous terrain; high peaks all

quadrants. Ngt ops not recommended for transient tfc due to

terrain. For FBO svc call 423-727-1223.

WEATHER DATA SOURCES: AWOS-3 126.225 (423) 727-4365.**COMMUNICATIONS:** CTAF/UNICOM 122.7

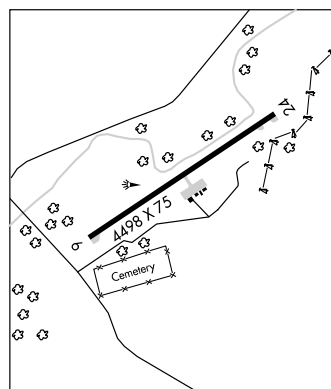
TRI CITY APP/DEP CON 134.425 (1100-0500Z±)

ATLANTA CENTER APP/DEP CON 125.15 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMY Chan 93 N36°26.22'

W82°07.77' 098° 14.8 NM to fld. 4321/04W.

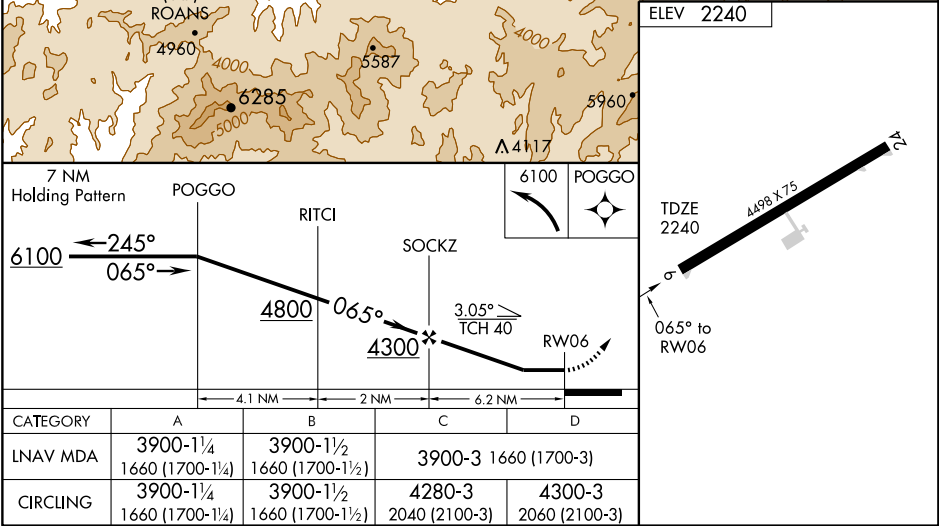
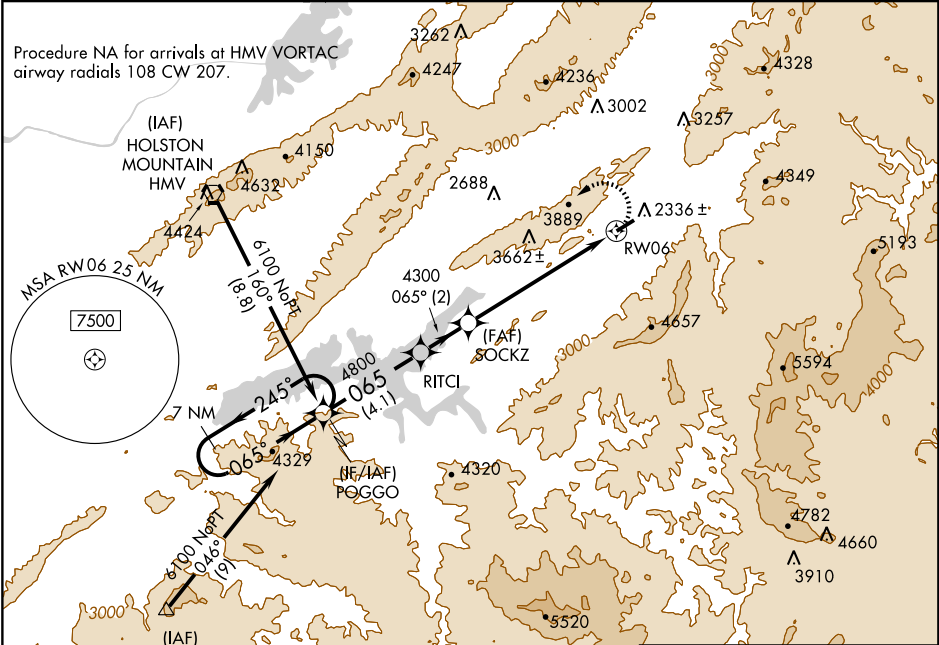
CINCINNATI
L-25C
IAP

APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 6
MOUNTAIN CITY/ JOHNSON COUNTY (6A.4)

<p>▼</p> <p>▲ NA</p>	<p>Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.</p>
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AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS 253°	Rwy Idg TDZE Apt Elev	4498 2240 2240
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RNAV (GPS) RWY 24

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

T	DME/DME RNP-0.3 NA. Procedure NA at night.
A NA	<p>Visibility reduction by helicopters NA.</p> <p>When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.</p>

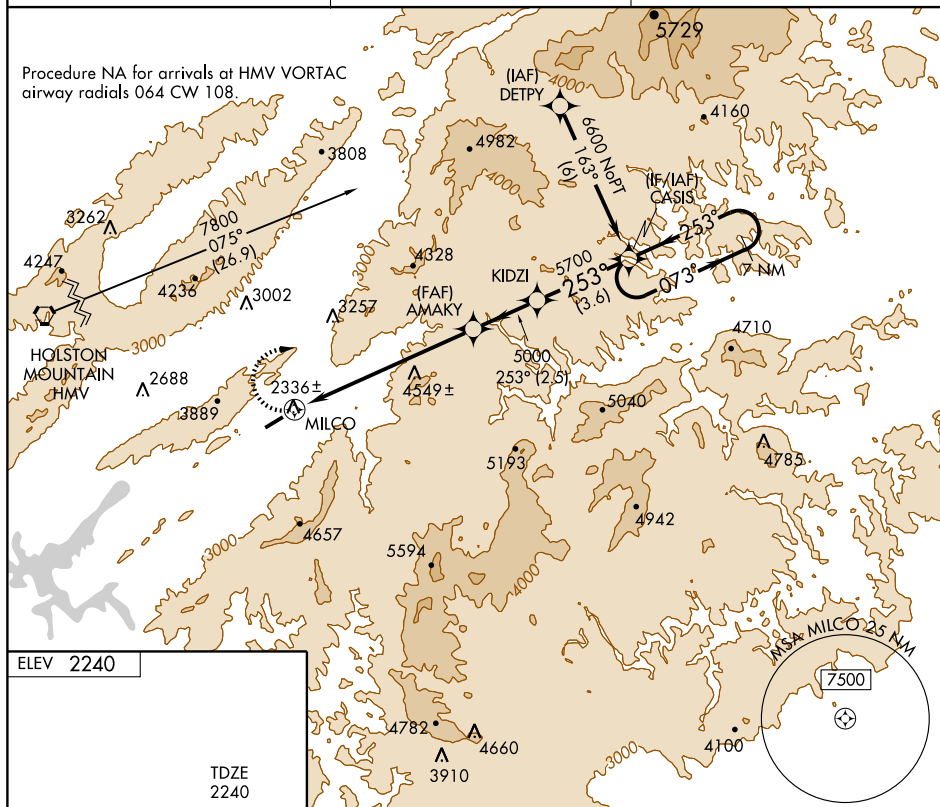
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3
126.225

TRI-CITY APP CON ★
134.425 349.0

UNICOM
122.7 (CTAF)

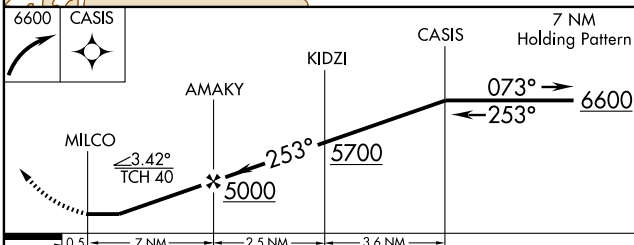
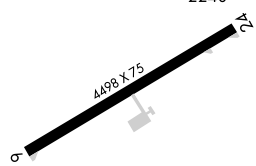
Procedure NA for arrivals at HMV VORTAC
airway radials 064 CW 108.



ELEV 2240

TDZ
224

4498 1.



CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

MURFREESBORO MUNI (MBT) 2 N UTC-6(-5DT) N35°52.65' W86°22.65'

614 B S4 FUEL 100, JET A OX 2, 4 NOTAM FILE BNA

RWY 18-36: H3898X100 (ASPH) S-30 MIRL 0.4% up S

RWY 18: REIL. SAVASI(S2L)—GA 3.0° TCH 21'. Tree.

RWY 36: REIL. SAVASI(S2R)—GA 3.5° TCH 24'. Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1330-0130Z†, Sun 1500-0130Z†, Nov-Mar Mon-Sat 1330-0030Z†, Sun 1500-0030Z†. General arpt information call 615-848-3254, for emerg or after hrs svc call 615-849-6031. Rwy 36 designated calm wind rwy. Extensive student flight training 1400-2300Z†. Standard tfc pattern required of all acft. Rwy 18 and 36 REIL OTS indef.

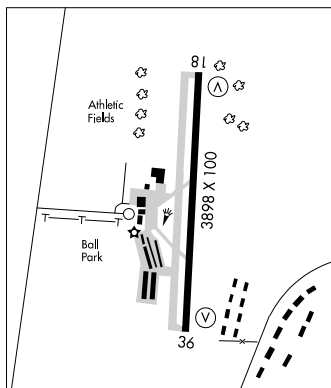
WEATHER DATA SOURCES: AWOS-3 133.975 (615) 849-2622.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **NASHVILLE APP/DEP CON** 118.4

GCO 135.075 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 010° 19.1 NM to fld. 814/01W.

WALTER HILL NDB (MHW) 371 FQW N35°57.67' W86°22.26' 186° 5.0 NM to fld.



ATLANTA

L-16J

IAP

MUSIC N36°26.94' W86°59.63' NOTAM FILE BNA.

NDB (MHW) 279 ON 037° 6.4 NM to Springfield Robertson Co.

ST LOUIS

L-16I

NASHVILLE**CORNELIA FORT AIRPARK** (M88) 5 NE UTC-6(-5DT) N36°11.42' W86°41.98'

418 S4 FUEL 100LL, JET A OX 2, 4 TPA-1000(582) NOTAM FILE BNA

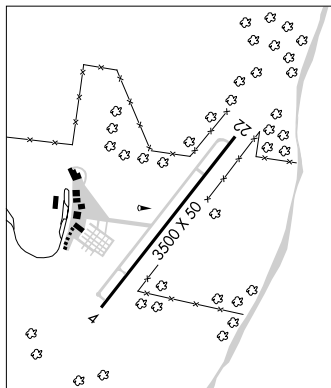
RWY 04-22: H3500X50 (ASPH) LIRL (NSTD)

RWY 04: Tree. Rgt tfc. RWY 22: Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. No svcs avbl Christmas day. Rwy 04-22 NSTD LIRL-NSTD height and thld lgt location. Enter rgt tfc pattern Rwy 04 from NW at 1100 ft (MSL); ctc Nashville apch con to avoid Nashville Intl tfc. Dep tfc pattern Rwy 04 W to N; otherwise ctc Nashville apch con for clnc thru area. Enter left tfc for Rwy 22 from NW at 1100 ft (MSL); ctc Nashville apch con to avoid Nashville Intl tfc. Dep tfc pattern Rwy 22 to the W to N; otherwise ctc Nashville apch con for clnc thru area.

COMMUNICATIONS: CTAF/UNCOM 123.075**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22' W86°41.09' 349° 3.3 NM to fld. 570/02W.



ST LOUIS

L-16J

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

JOHN C. TUNE
NASHVILLE INTL
SMYRNA
MURFREESBORO MUNI
LINGA
N36°05.17' - W86°48.87'

DYERSBURG
116.8 DYS
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

HELAM
N35°27.44' - W88°38.58'

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' - W86°53.99'
L-18, H-6-9

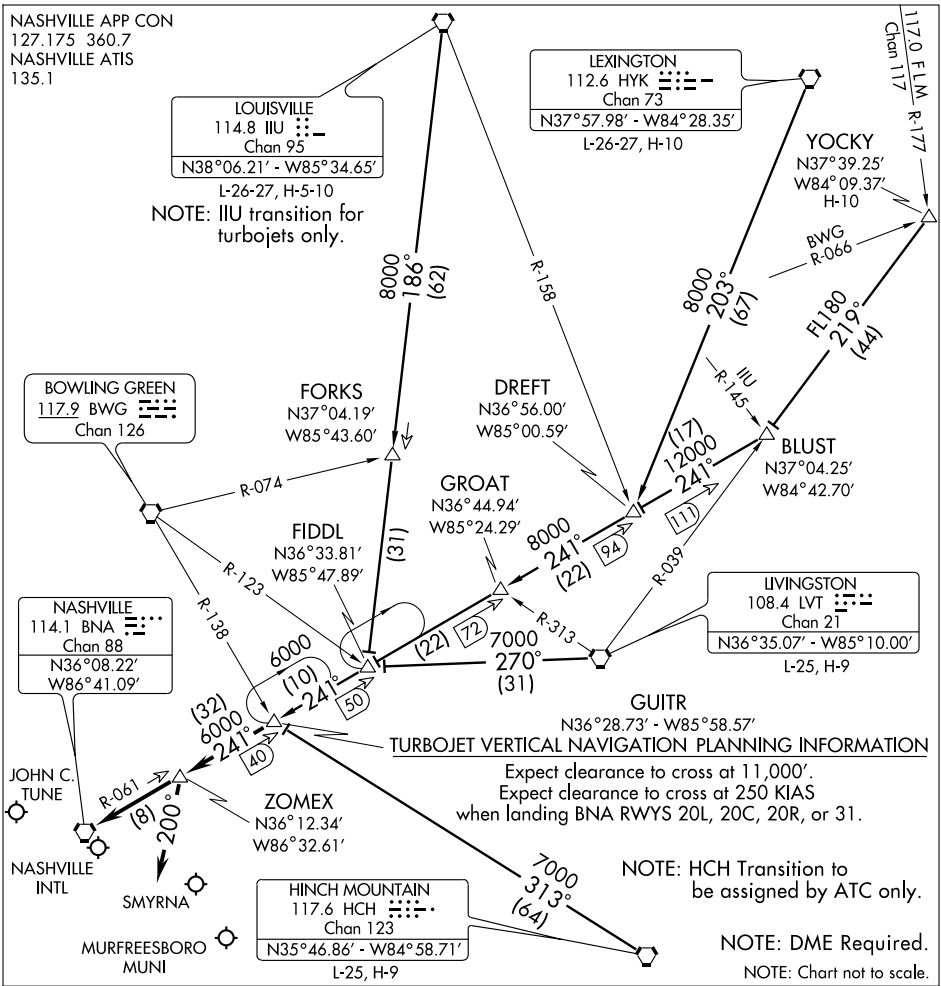
NOTE: DME Required.
NOTE: Chart not to scale.

- BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .
- MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .
- SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .
- VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

...TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

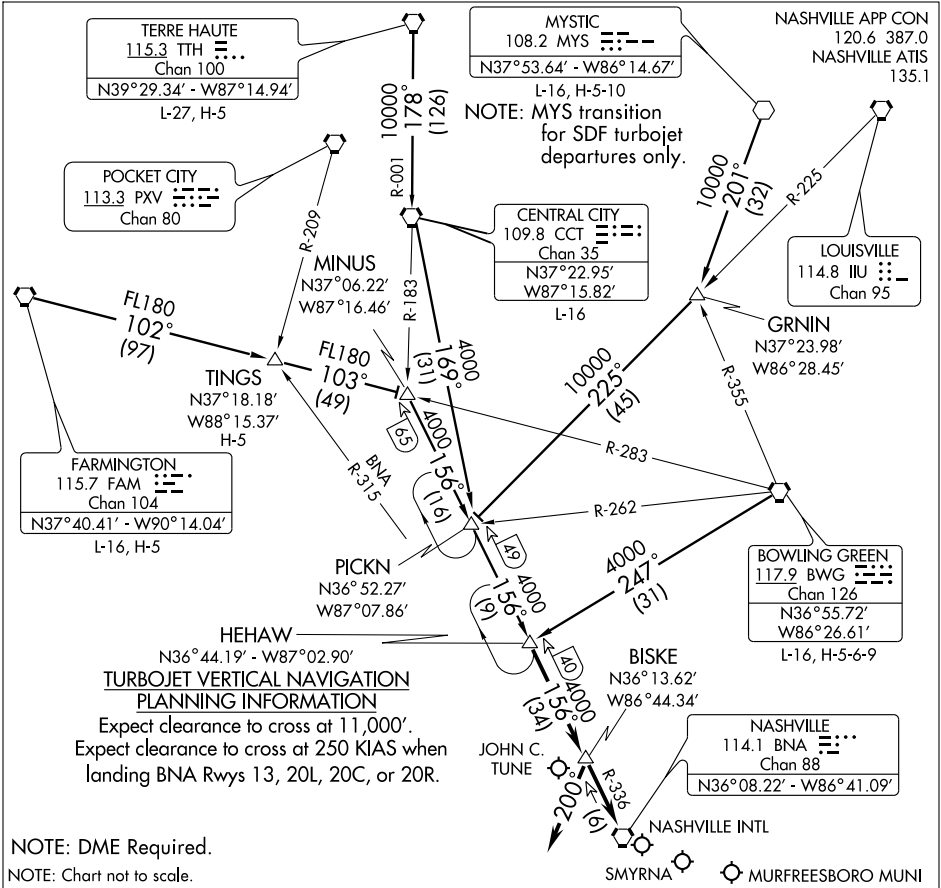
LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

LOUISVILLE TRANSITION (IUU.GUITR4): From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via ILU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;** **ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

AL-6123 (FAA)

Rwy Idg	3898
TDZE	613
Apt Elev	615

NDB RWY 18
MURFREESBORO MUNI (MBT)



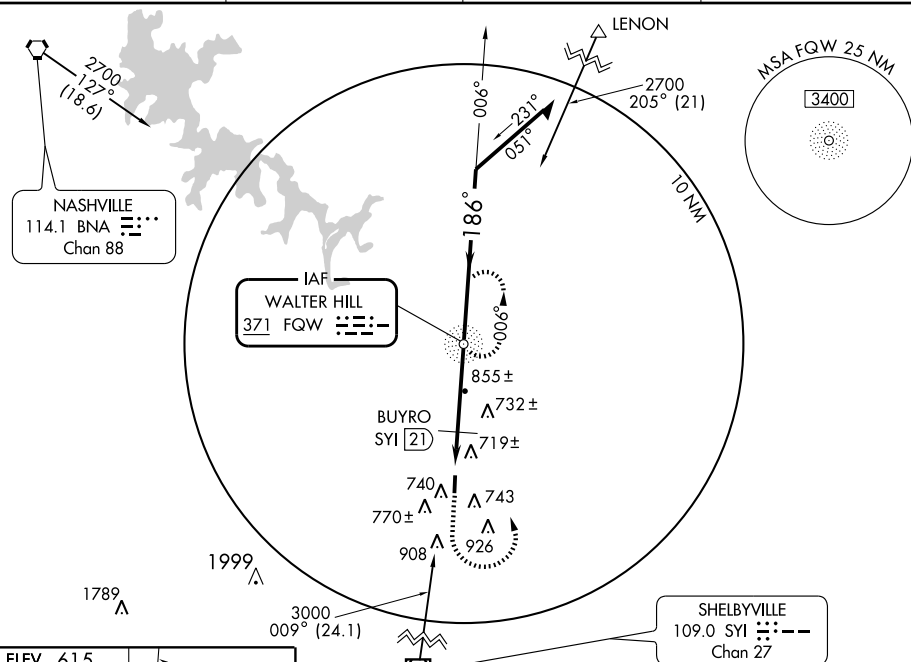
MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

AWOS-3
133.975

NASHVILLE APP CON
118-4 360-7

GCO
135.075

UNICOM
122.7 (CTAF)






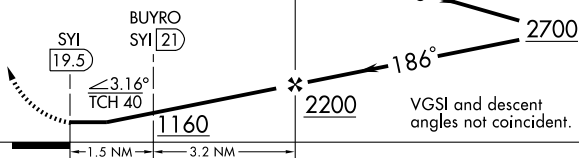
ELEV 615

MIRL Rwy 18-36
REIL Rwy 18 and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1500	2700	FQW
		
		371



CATEGORY	A	B	C	D
S-18	1160-1 547 (600-1)		1160-1½ 547 (600-1½)	NA
CIRCLING	1160-1 545 (600-1)		1160-1½ 545 (600-1½)	NA
BUYRO DME MINIMUMS				
S-18	1020-1 407 (500-1)		1020-1¼ 407 (500-1¼)	NA
CIRCLING	1080-1 465 (500-1)		1080-1½ 465 (500-1½)	NA

MURFREESBORO, TENNESSEE

Orig-D 09071

MURFREESBORO MUNI (MBT)

NDB RWY 18

35° 53' N - 86° 23' W

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 48812 W18A	APP CRS 184°	Rwy Idg 3898 TDZE 612 Apt Elev 614
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RNAV (GPS) RWY 18
MURFREESBORO MUNI (MBT)

MURFREESBORO MUNI (MBT)

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

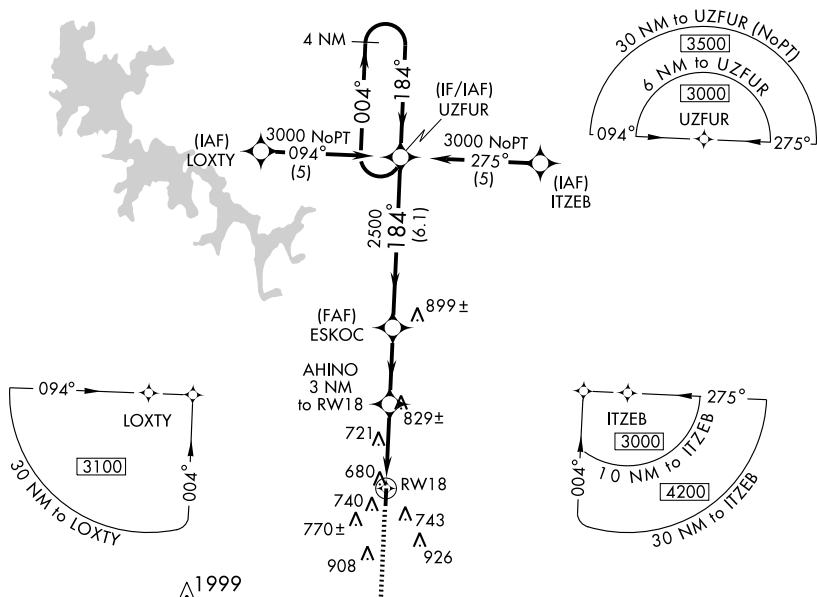
MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.

AWOS-3
133.975

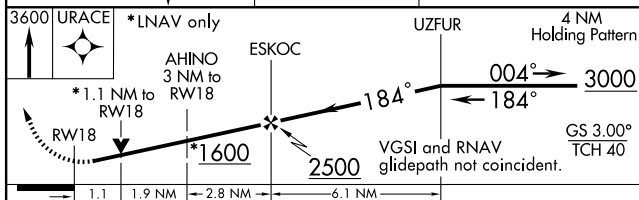
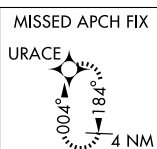
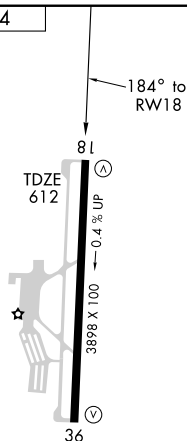
NASHVILLE APP CON
118.4 360.7

GCO
135.075

UNICOM
122.7 (CTAF)



ELEV 614



CATEGORY	A	B	C	D
LPV DA	904-1	292 (300-1)		NA
LNAV/ VNAV DA	950-1¼	338 (400-1¼)		NA
LNAV MDA	980-1	368 (400-1)		NA
CIRCLING	1080-1	466 (500-1)	1080-1½ 466 (500-1½)	NA

MIRL Rwy 18-36
REIL Rwy 18 and 36

MURFREESBORO, TENNESSEE

Amdt 1 09071

MURFREESBORO MUNI (MBT)

RNAV (GPS) RWY 18

35° 53'N - 86° 23'W

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

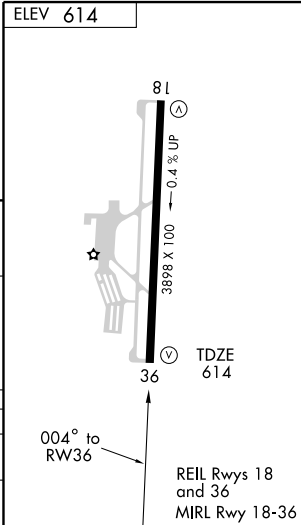
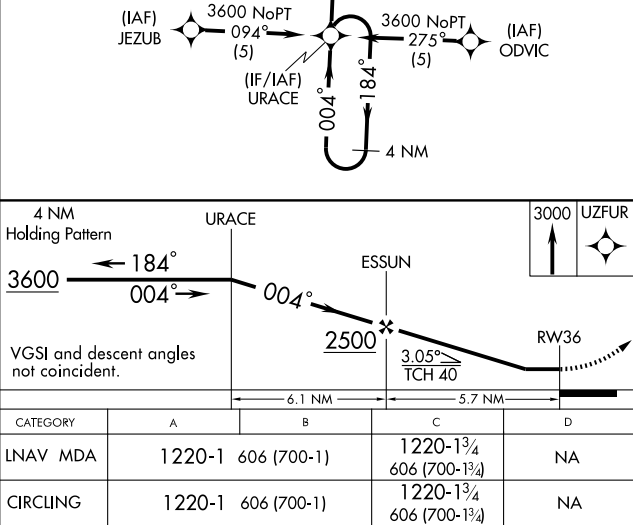
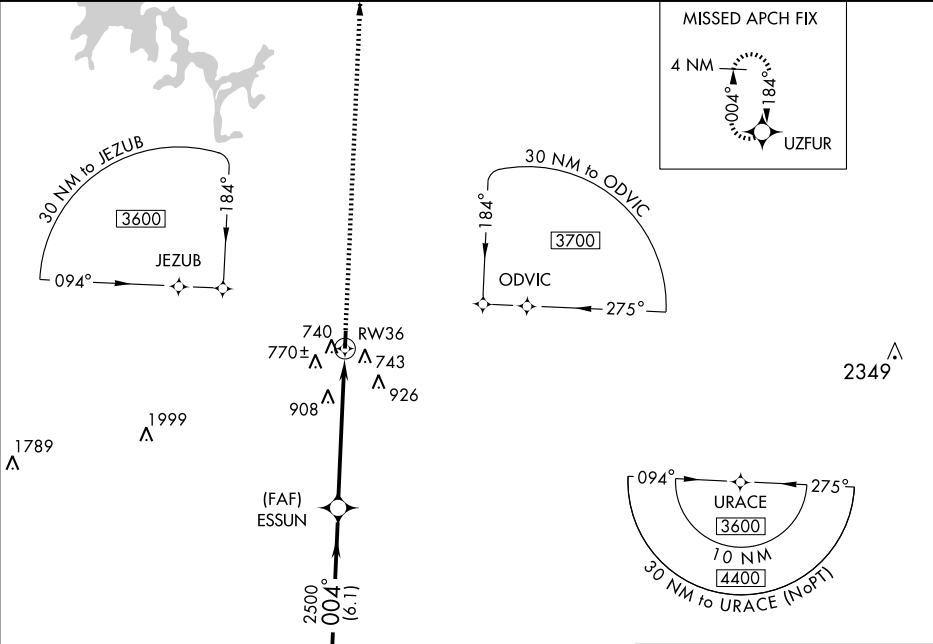
RNAV (GPS) RWY 36
MURFREESBORO MUNI (MBT)

APP CRS 004°	Rwy Idg 3898 TDZE 614 Apt Elev 614
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V NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

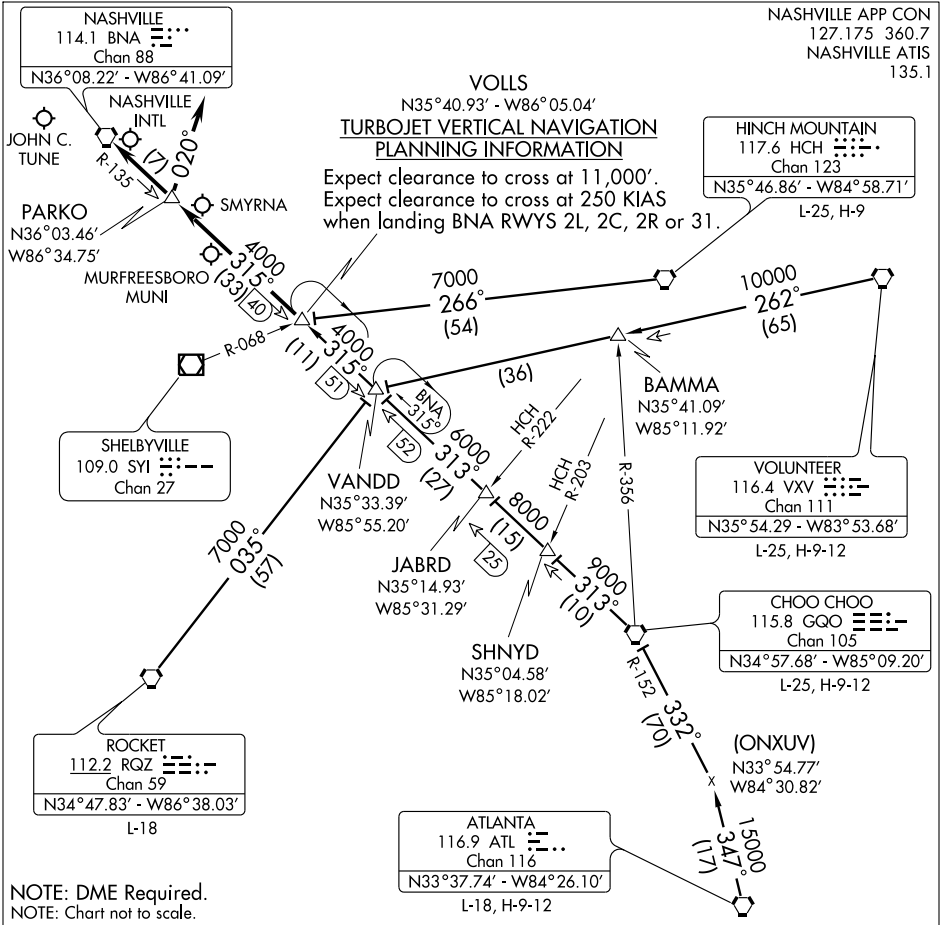
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.7 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GGO R-152 to GGO VORTAC, then via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

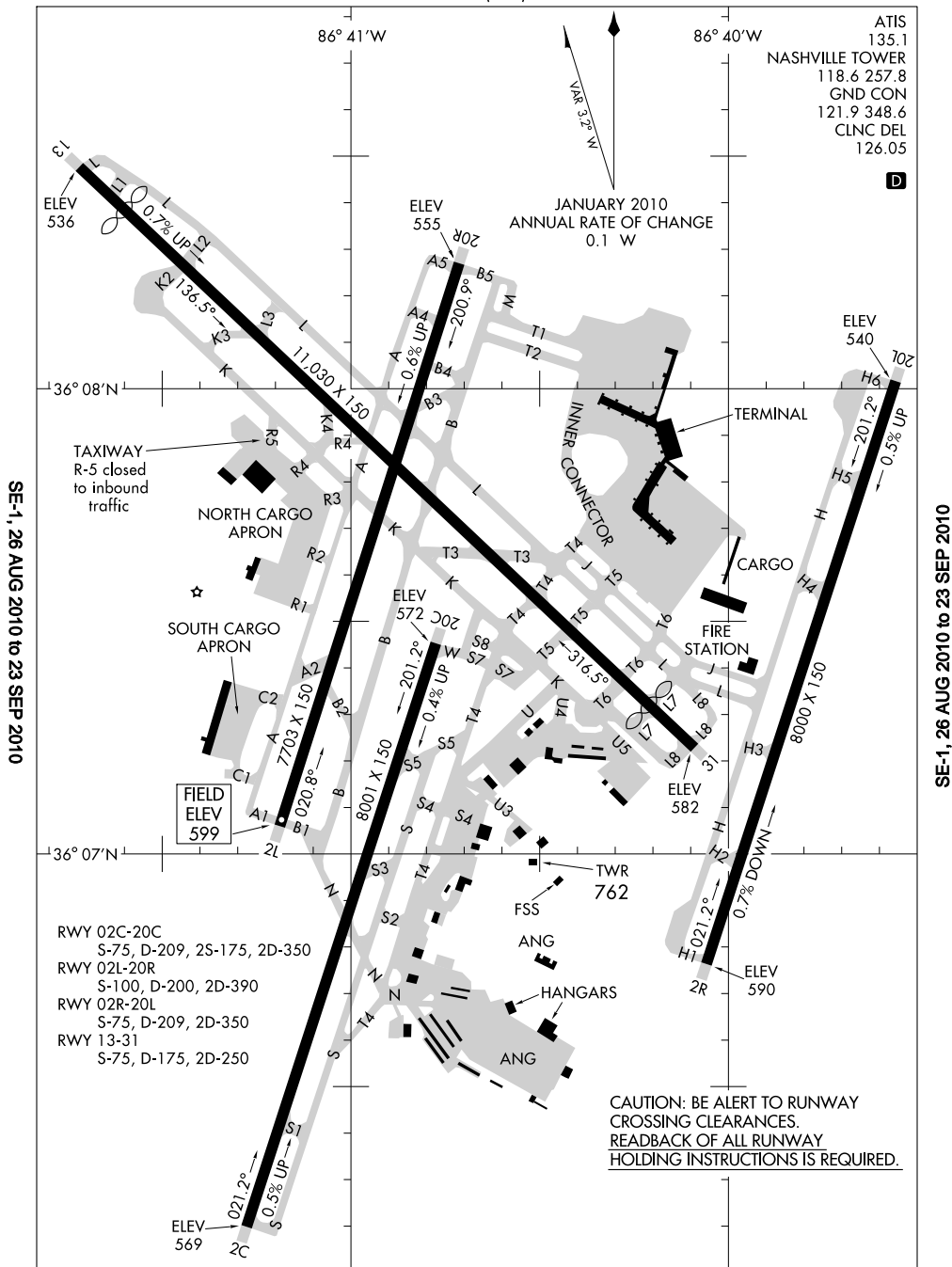
CHOO CHOO TRANSITION (GGO.VOLLS7): From over GGO VORTAC via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.



NASHVILLE INTL (BNA) 5 SE UTC-6(-5DT) N36°07.47' W86°40.69'
 599 B S4 **FUEL** 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C
 NOTAM FILE BNA

ST LOUIS

H-6K, 9A, L-16J

IAP, AD

RWY 13-31: H11030X150 (ASPH-CONC) S-75, D-175, 2D-250 HIRL
RWY 13: REIL. VASI(V6L)—Upper GA 3.25° TCH 113.6'. Lower GA 2.75° TCH 43.5'. Thld dsplcd 801'. Trees. 0.7% up.
RWY 31: REIL. Thld dsplcd 741'. Tree.
RWY 02C-20C: H8001X150 (CONC-GRVD) S-75, D-209, 2S-175, 2D-350 HIRL
RWY 02C: MALSR. SAVASI(S2L)—GA 3.0° TCH 40'. 0.5% up.
RWY 20C: REIL. PAPI(P4L)—GA 3.0° TCH 77'. 0.4% up.
RWY 02R-20L: H8000X150 (CONC-GRVD) S-75, D-209, 2D-350 HIRL CL
RWY 02R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 55'. 0.7% down.
RWY 20L: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.
RWY 02L-20R: H7703X150 (CONC-GRVD) S-100, D-200, 2D-390 HIRL CL 0.6% up S
RWY 02L: ALSF2. TDZL.
RWY 20R: MALSF. PAPI(P4R)—GA 3.0° TCH 77'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L: TORA-7702	TODA-7702	ASDA-7702	LDA-7702
RWY 02C: TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 02R: TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 13: TORA-10288	TODA-11029	ASDA-10288	LDA-9487
RWY 20L: TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 20C: TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 20R: TORA-7702	TODA-7702	ASDA-7702	LDA-7702
RWY 31: TORA-10228	TODA-11029	ASDA-10228	LDA-9487

AIRPORT REMARKS: Attended continuously. Bird activity on and in/ovf arpt. Do not confuse 150 ft wide Twy S for Rwy 20C. Lgt'd jet blast fence 598' MSL located 1100' SE of Rwy 31 thld. Lgt'd jet blast fence 568 ft MSL 1167 ft NW of Rwy 13 thld. No unauthorized 180° turns for acft 12500 lbs on asph surfaces. No flight over main terminal building is permitted. Rwy 13-31 is nighttime rwy. Acft conducting visual apch to Rwy 20R 20C 20L or 13 avoid Cornelia Fort Airpark (5 miles NW of Nashville Arpt) bto 2000' MSL. Read back of all rwy holding instructions is required. Pilots comply with all hold short instructions particularly at Twy K and Rwy 20C apch; Twy L8 and Rwy 31 apch; Twy L at Rwy 13 apch; and Twy H at Rwy 31 apch. C concourse taxilanes are, inner taxilane for outboard tfc and outer taxilane for inbound tfc. Twy S between Twy S5 and S7 including Twy S6 clsd indef. Fence construction NE ramp apron D concourse lgt'd. Fee charged to Coml users only. All turbojet rwys have noise abatement procedures. Military fighter/attack/trainer turbojets use Rwy 13-31 for arr and dep. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Noise Abatement Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (615) 360-6133. LLWAS. TDWR.

COMMUNICATIONS: D-ATIS 135.1 **UNICOM** 122.95

NASHVILLE FSS (BNA) on arpt.

RCO 114.1T 122.55 122.2 122.1R (NASHVILLE RADIO)

Ⓡ **APP CON** 127.175 (019°-199°) 120.6 (200°-018°)

Ⓡ **DEP CON** 119.35 (200°-018°) 118.4 (019°-199°)

TOWER 118.6 **GND CON** 121.9 **CLNC DEL** 126.05

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

(H) **VORTAC** 114.1 BNA Chan 88 N36°08.22' W86°41.09' at fld. 570/02W.

VORTAC unusable:

062°-069° bto 6000'

DOBBS NDB (LOM) 304 BN N36°01.86' W86°43.31' 024° 6 NM to fld.

OPERY NDB (MHW/LOM) 344 VI N36°12.24' W86°39.17' 198° 4.9 NM to fld. LOM OTS indef.

ILS/DME 111.75 I-UQU Chan 54(Y) Rwy 02R. Class IIIE. LOC unusable byd 20° right of centerline.

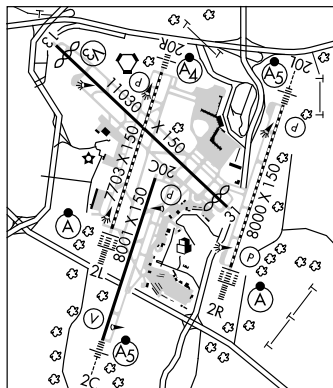
ILS/DME 109.9 I-BNA Chan 36 Rwy 02L. Class IIE. LOM DOBBS NDB.

ILS/DME 109.35 I-SSX Chan 30(Y) Rwy 20L.

ILS 110.75 I-EZN Rwy 02C.

ILS 111.95 I-PNO Rwy 31. Class IB.

ILS 111.3 I-VIY Rwy 20R. Class IB. LOM OPERY NDB. LOM OTS indef. LOC unusable byd 25° right of course.



NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

JOHN C. TUNE
NASHVILLE INTL
SMYRNA
MURFREESBORO MUNI
LINGA
N36°05.17' - W86°48.87'

DYERSBURG
116.8 DYS
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

HELAM
N35°27.44' - W88°38.58'

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' - W86°53.99'
L-18, H-6-9

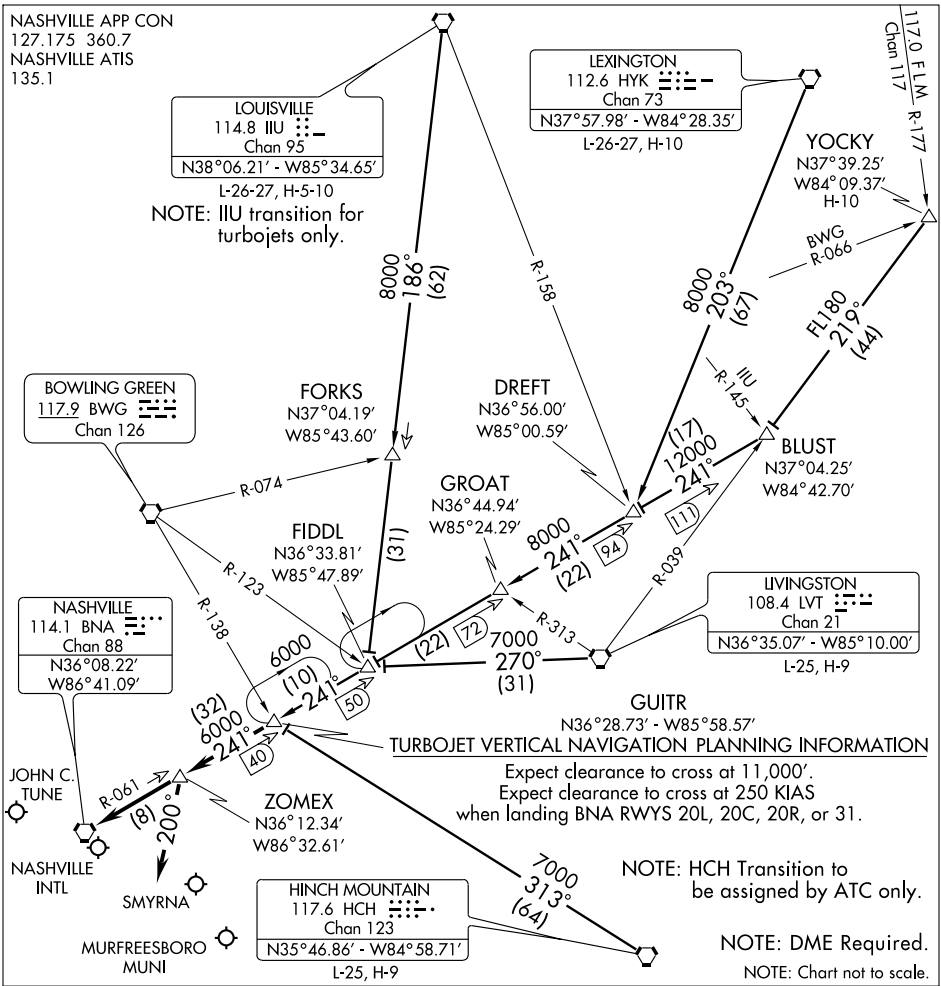
NOTE: DME Required.
NOTE: Chart not to scale.

- BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .
- MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .
- SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .
- VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

...TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

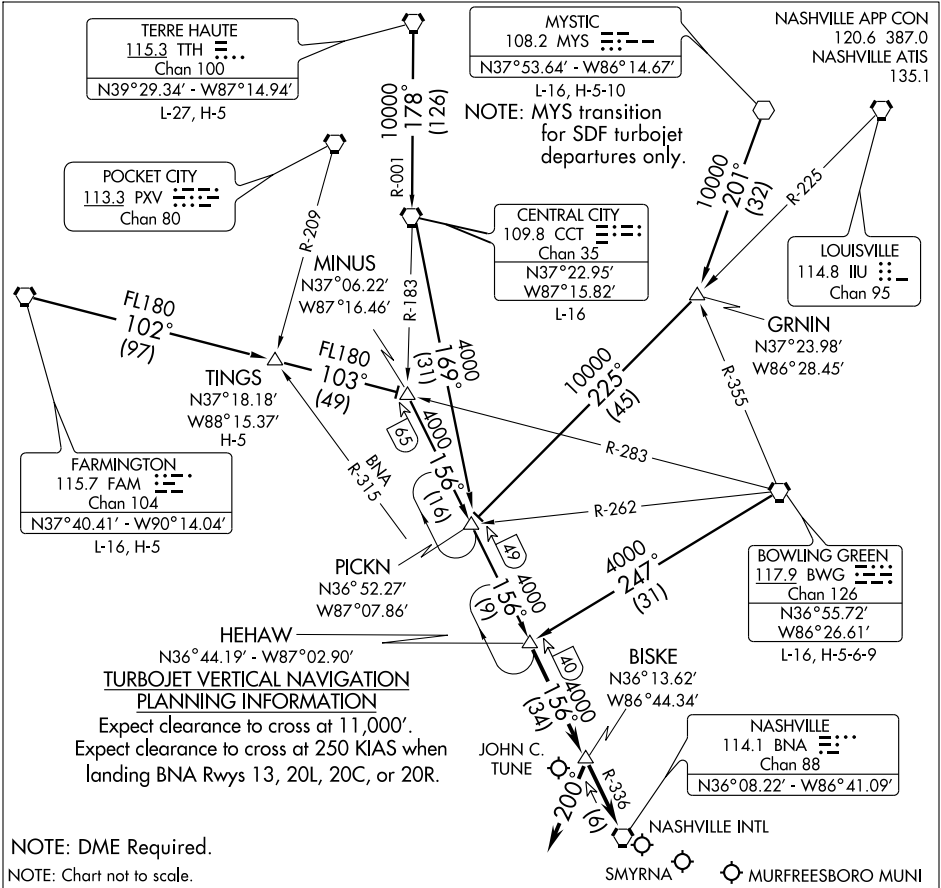
LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

LOUISVILLE TRANSITION (LIU.GUITR4): From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via ILU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

....**TURBOJET/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;** **ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

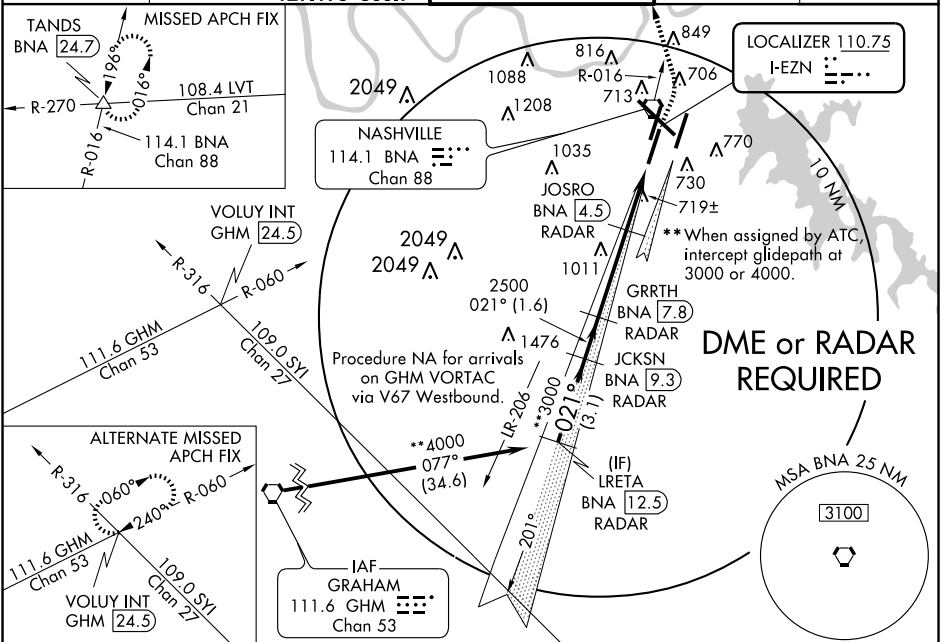
LOC I-EZN 110.75	APP CRS 021°	Rwy Idg TDZE Apt Elev 8000 587 599
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For inoperative MALS, increase S-LOC 2C Cat A visibility to RVR 5000.
Simultaneous approach authorized with RWY 2R.
DME or RADAR REQUIRED. ** RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

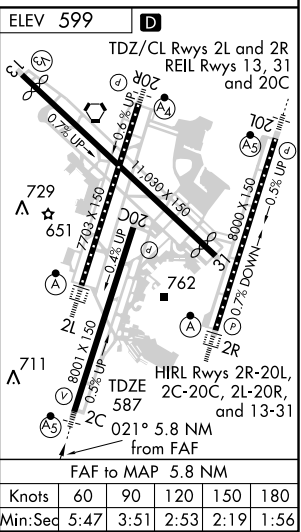


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.

ATIS 135.1	NASHVILLE APP CON 200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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Procedure	Turn NA	LRETA BNA [12.5] RADAR	JKSJN BNA [9.3] RADAR	GRRTB BNA [7.8] RADAR	1300	3000	TANDS BNA R-016
		**4000	**3000				*LOC only.
		GS 3.00° TCH 60	021°	2500	1420		
		**When assigned by ATC, intercept glidepath at 3000 or 4000.					
		3.1 NM	1.6 NM	3.3 NM	2.5 NM		
CATEGORY	A	B	C	D			
S-ILS 2C	**787/24 200 (200-½)						
S-LOC 2C	1420-40	833 (900-¾)	1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)			
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)			
JOSRO FIX MINIMUMS							
S-LOC 2C	980/24 393 (400-½)			980/40 393 (400-¾)			
CIRCLING	1100-1 501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)				



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

[illegible]

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

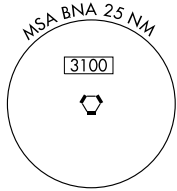
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 2R
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

DME or RADAR
REQUIRED



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	1140/24	550 (600-½)	1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1	541 (600-1)	1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24	490 (500-½)	1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1	501(600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SSX <u>109.35</u> Chan 30 (Y)	APP CRS 201°	Rwy Idg 8000 TDZE 551 Apt Elev 599
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ILS or LOC RWY 20L

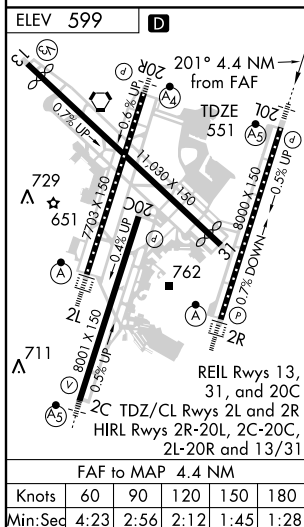
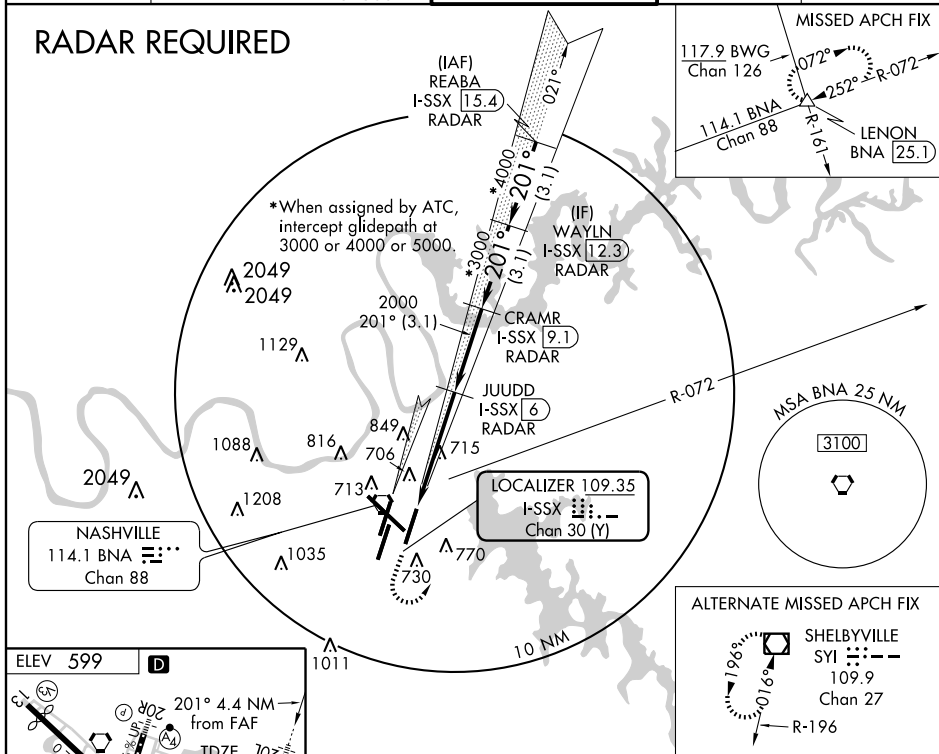
T Simultaneous approach authorized with Rwy 20R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON		NASHVILLE TOWER		GND CON		CLNC DEL
135.1	200°-018° 019°-199°	120.6 387.0 127.175 360.7	118.6	257.8	121.9	348.6	126.05

RADAR REQUIRED



1300 3000 LENON

BNA R-072

VGSI and ILS glidepath not coincident.

I-SSX 1.6 I-SSX 2.8 JUDD I-SSX 6 2000

CRAMR I-SSX 9.1 WAYLN I-SSX 12.3 REABA I-SSX 15.4

201° *5000

GS 3.00° TCH 47

*3000 *4000



*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1.2 3.2 NM 3.1 NM 3.1 NM 3.1 NM

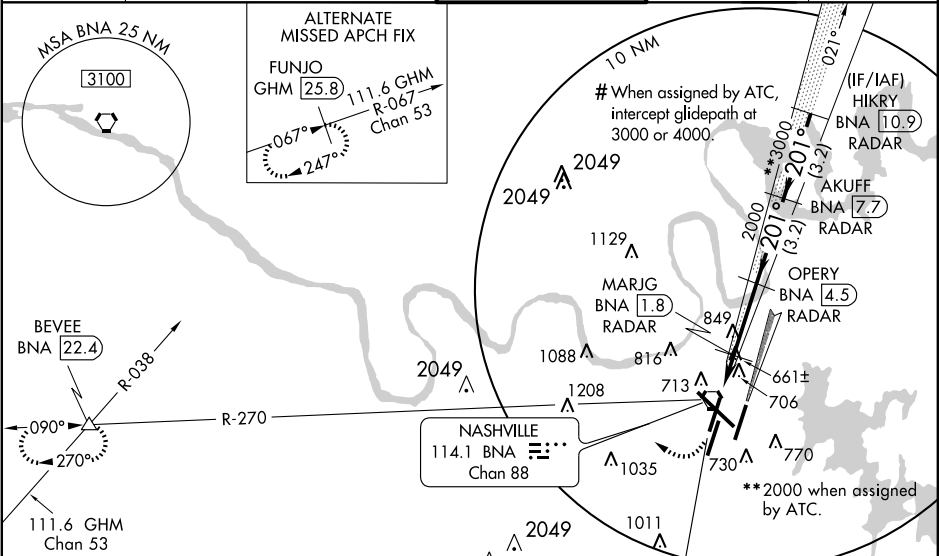
CATEGORY	A	B	C	D
S-ILS 20L	** 751/24 200 (200-½)			
S-LOC 20L	980/24	429 (400-½)	980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

LOC I-VII 111.3	APP CRS 201°	Rwy Idg TDZE Apt Elev	20R	20C
			7702	8000
			578	588
			599	599

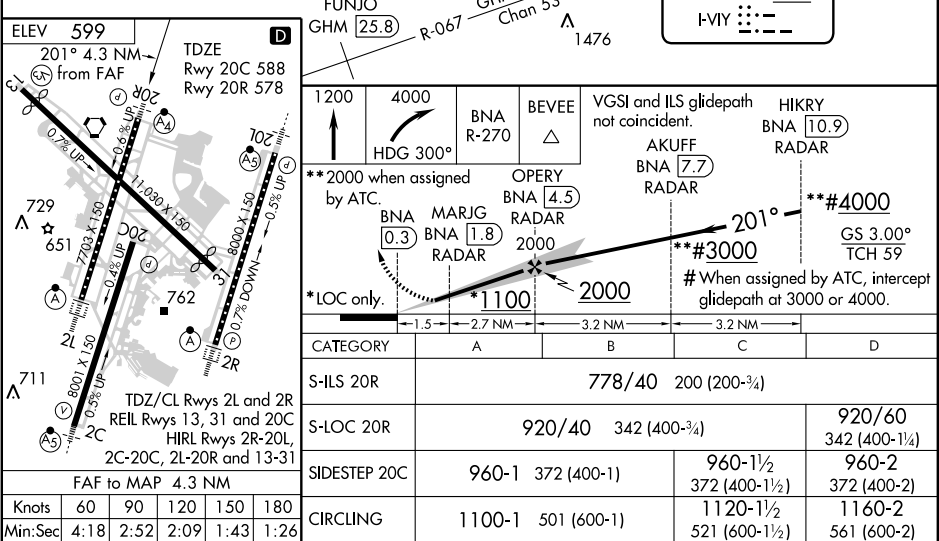
ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

 Simultaneous approach authorized with Rwy 20L. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.	MALSF 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.
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ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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RADAR REQUIRED

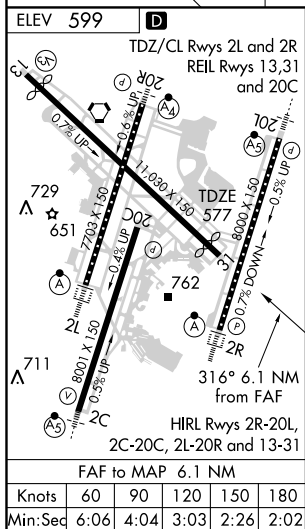
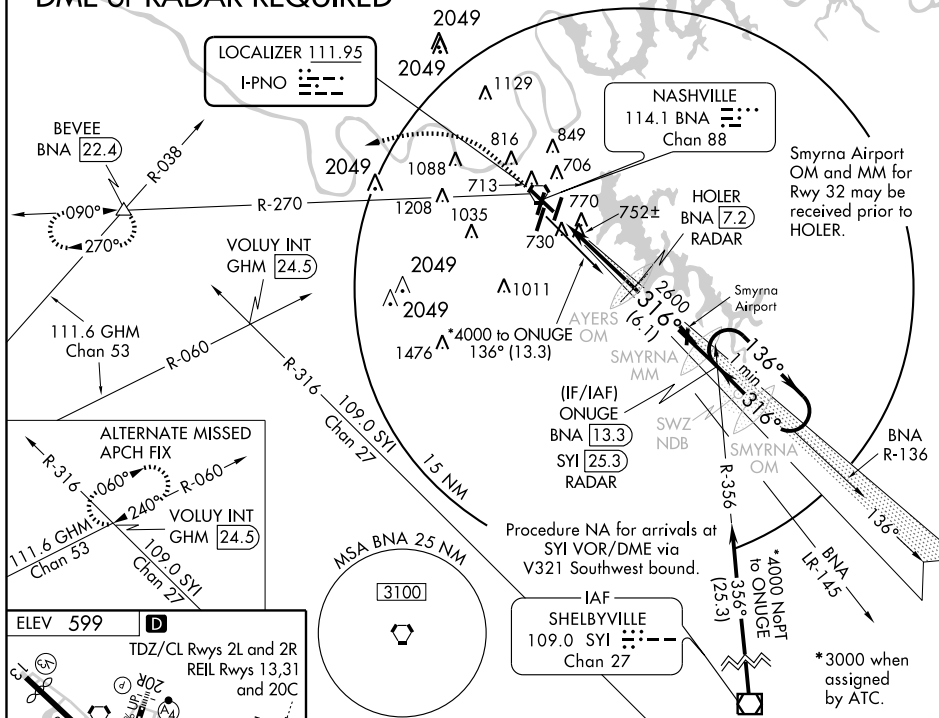


LOC I-PNO <u>111.95</u>	APP CRS 316°	Rwy Idg TDZE Apt Elev	9487 577 599
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ILS or LOC RWY 31
NASHVILLE INTL (BNA)

 DME or RADAR REQUIRED.		MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.		
ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05


DME or RADAR REQUIRED

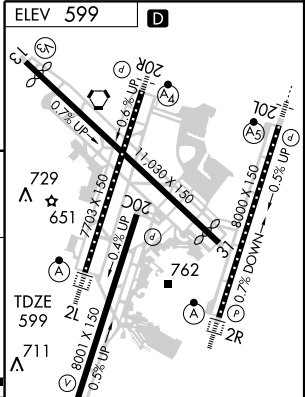
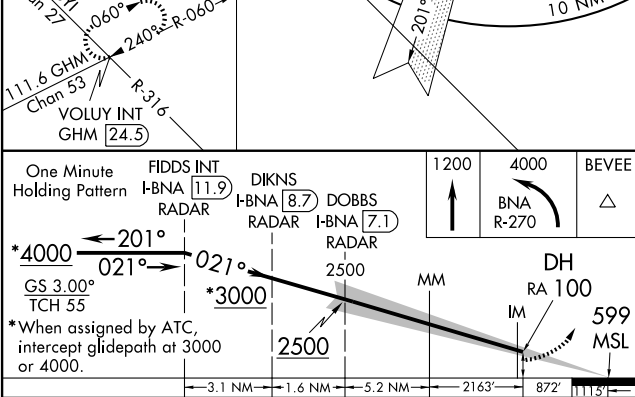
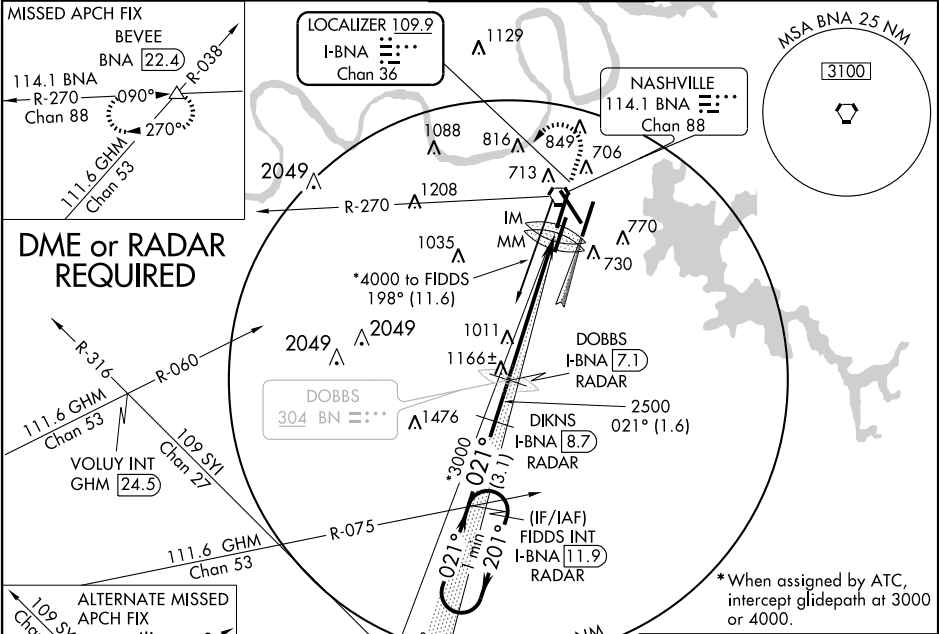


1400 ↑	4000 ↘ BNA R-270	BEVEE △	HOLER BNA <u>7.2</u> RADAR	ONUGE BNA <u>13.3</u> RADAR	One Minute Holding Pattern
<p>BNA <u>1.2</u></p> <p>2600</p> <p>316°</p> <p>136°</p> <p>← 316°</p> <p>*4000</p> <p>*3000 when assigned by ATC.</p> <p>GS 3.00° TCH 52</p> <p>6.1 NM</p>					
CATEGORY	A	B	C	D	
S-ILS 31	777-3/4 200 (200-3/4)				
S-LOC 31	1020-1	443 (500-1)	1020-1 1/4 443 (500-1 1/4)	1020-1 1/2 443 (500-1 1/2)	
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)	

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Idg 7702 TDZE 599 Apt Elev 599
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ILS RWY 2L (CAT II)
NASHVILLE INTL (BNA)

T Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.		ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.		
ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8		GND CON 121.9 348.6	CLNC DEL 126.05



CATEGORY	A	B	C	D
S-ILS 2L	RA 100/12	100	DA 699	
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

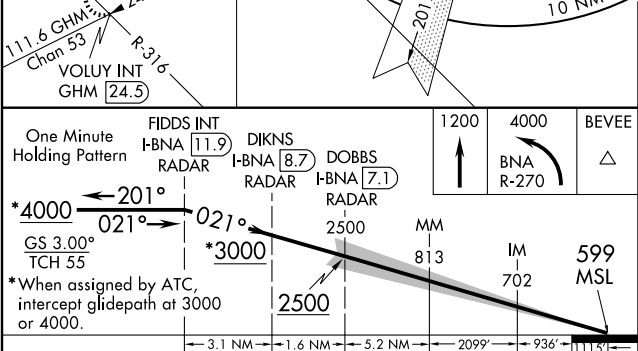
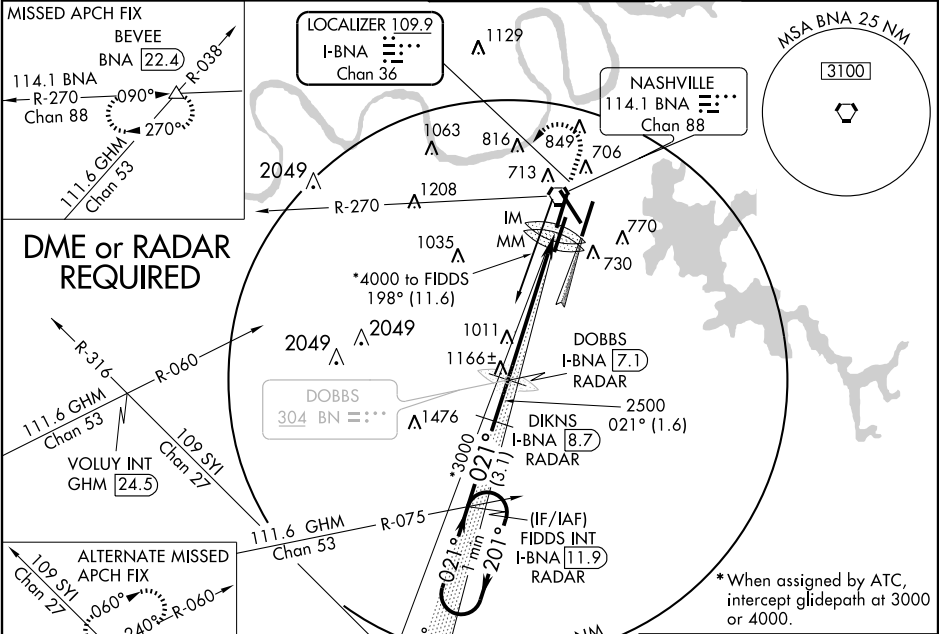
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Idg 7702 TDZE 599 Apt Elev 599
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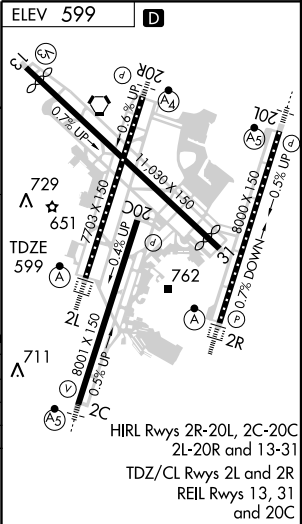
ILS RWY 2L (CAT III)
NASHVILLE INTL (BNA)

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIa	RVR 07	
S-ILS 2L		CAT IIIb	RVR 06	
S-ILS 2L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1, 26 AUG 2010 to 23 SEP 2010

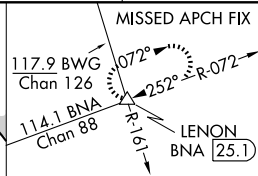
SE-1, 26 AUG 2010 to 23 SEP 2010

ILS RWY 2R (CAT II)
NASHVILLE INTL (BNA)

ALSF-2

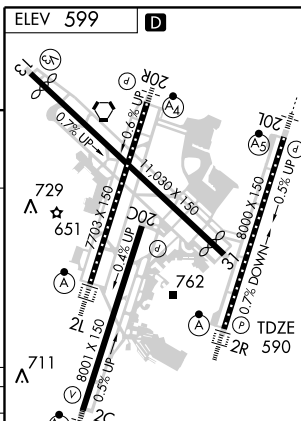
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

DME or RADAR
REQUIRED



LOCALIZER 111.75
I-UQU $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix} \equiv \cdot -$
Chan 54 (Y)

SHELBYVILLE
SYI 109.0
Chan 27



HIRL Rwy 2R-20L,
2C-20C, 2L-20R and 13-31
TDZ/CL Rwy 2L and 2R
REIL Rwy 13,31
and 20C

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

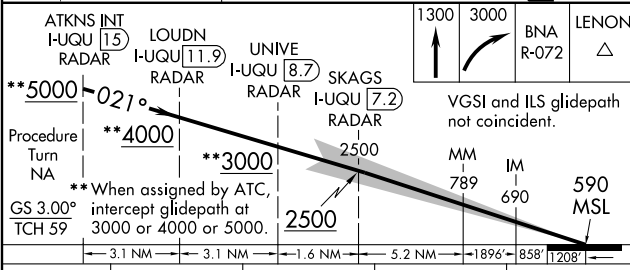
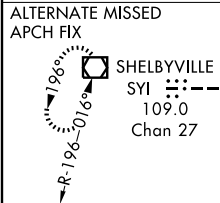
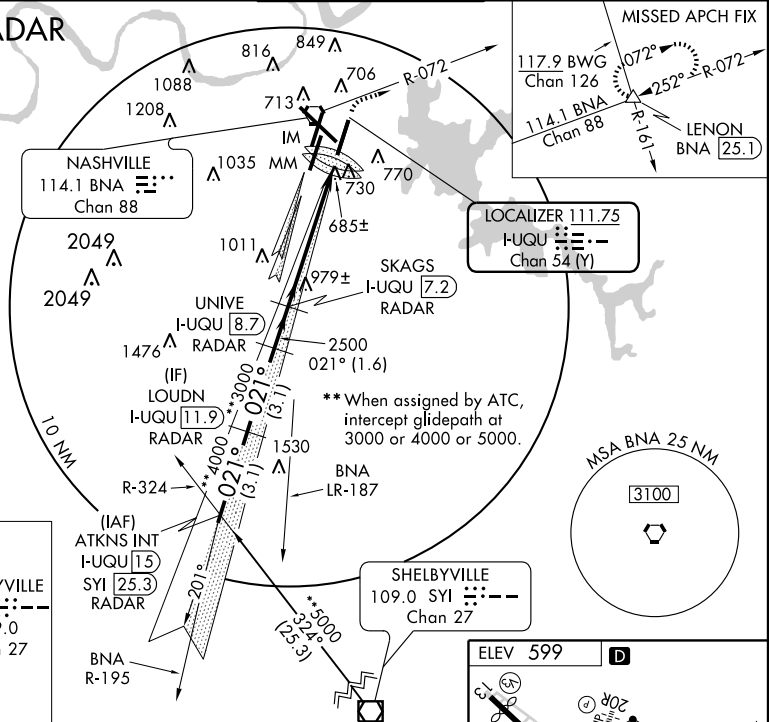
LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Idg TDZE 590 Apt Elev 599
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ILS RWY 2R (CAT III)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.
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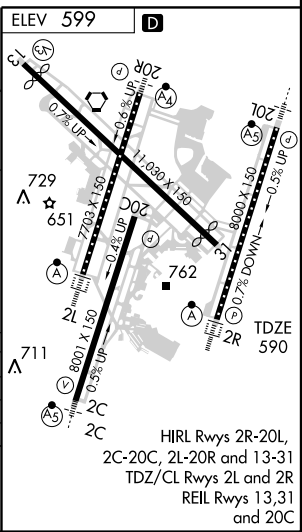
ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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DME or RADAR
REQUIRED



CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIa	RVR 07	
S-ILS 2R		CAT IIIb	RVR 06	
S-ILS 2R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS 136°	Rwy Idg TDZE Apt Elev	9487 567 599
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RNAV (GPS) RWY 13
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

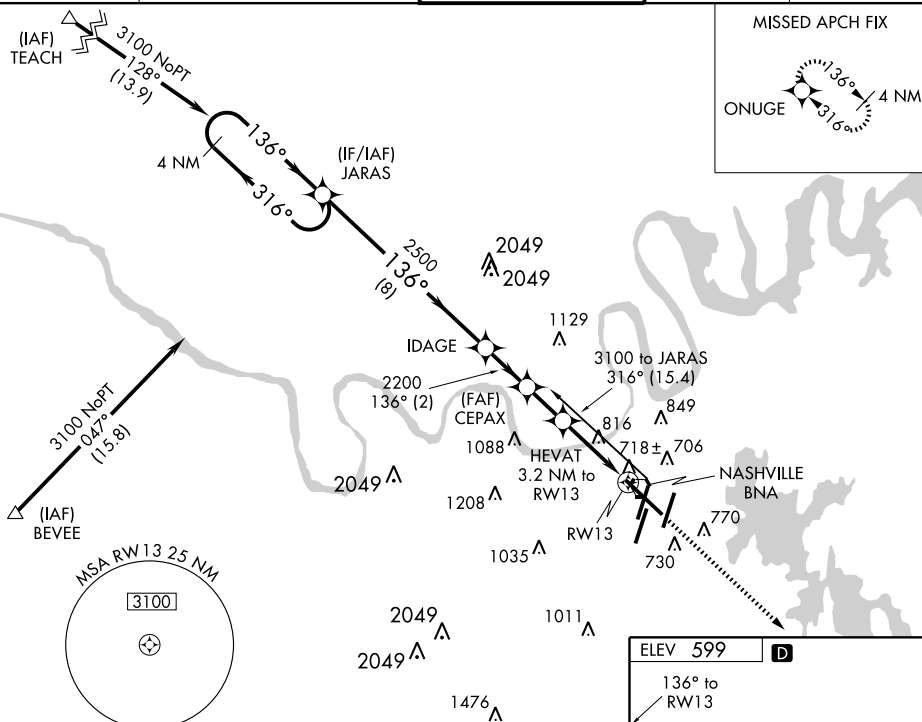
MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

ATIS
135.1

NASHVILLE APP CON		
200°-018°	120.6	387.0
019°-199°	127.175	360.7

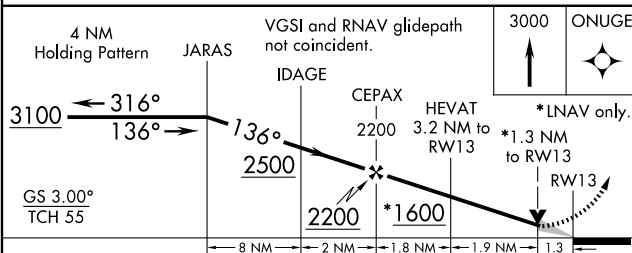
NASHVILLE TOWER
118.6 257.8

GND CON
121.9 348.6

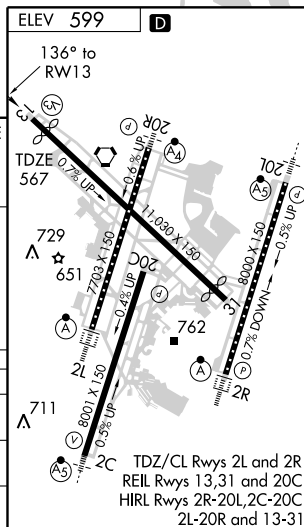
CLNC DEL
126.05

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
RNAV/DA	968-1½ 401 (400-1½)			
RNAV MDA	1080-1 513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)	
CIRCLING	1100-1 501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)	



WAAS CH 70613 W02B	APP CRS 021°	Rwy Idg TDZE Apt Elev	8000 587 599
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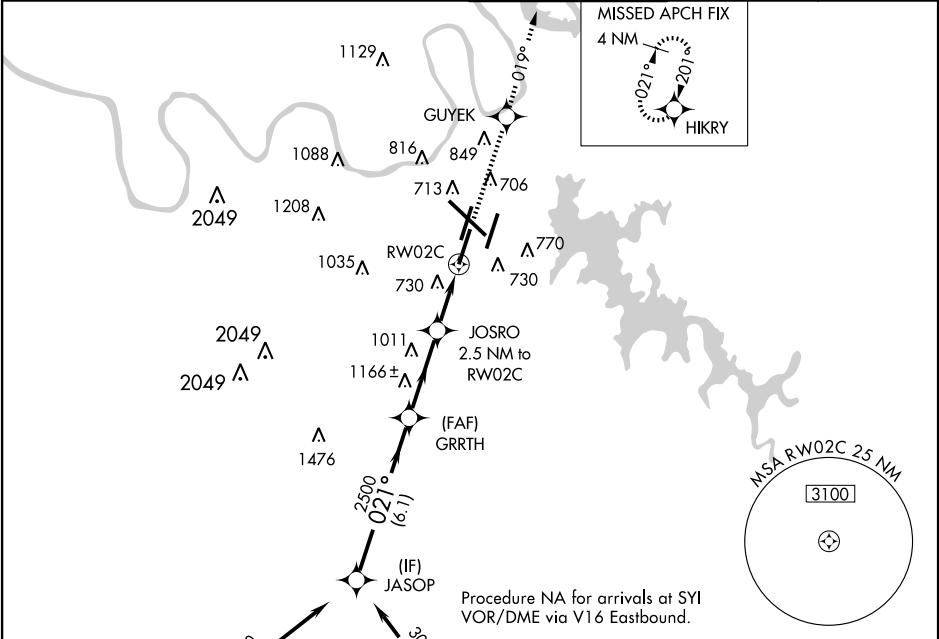
RNAV (GPS) Y RWY 2C
NASHVILLE INTL (BNA)

▼ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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JASOP		VGSI and RNAV glidepath not coincident.		4000	GUYEK	TRK 019°	HIKRY
3000		GRRTH		2500	JOSRO 2.5 NM to RW02C	*LNAV only.	
Procedure Turn NA		2500		*1420	*1.2 NM to RW02C		
GS 3.00° TCH 60		6.1 NM		3.3 NM	1.3 NM	1.2	
CATEGORY	A	B	C	D			
LPV DA	787/24		200 (200-½)				
LNAV/VNAV DA	1041/50		454 (500-1)				
LNAV MDA	980/24		393 (400-½)		980/50 393 (400-1)		
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-½)		1160-2 561 (600-2)		

ELEV 599

TDZ/CL Rws 2L and 2R
REIL Rws 13, 31 and 20C

SE-1, 26 AUG 2010 to 23 SEP 2010

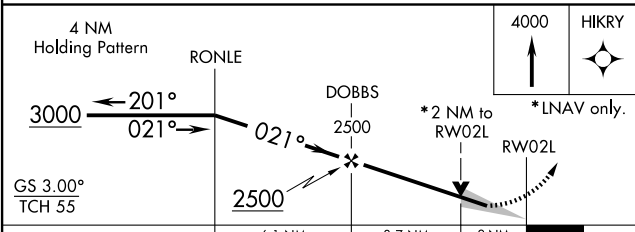
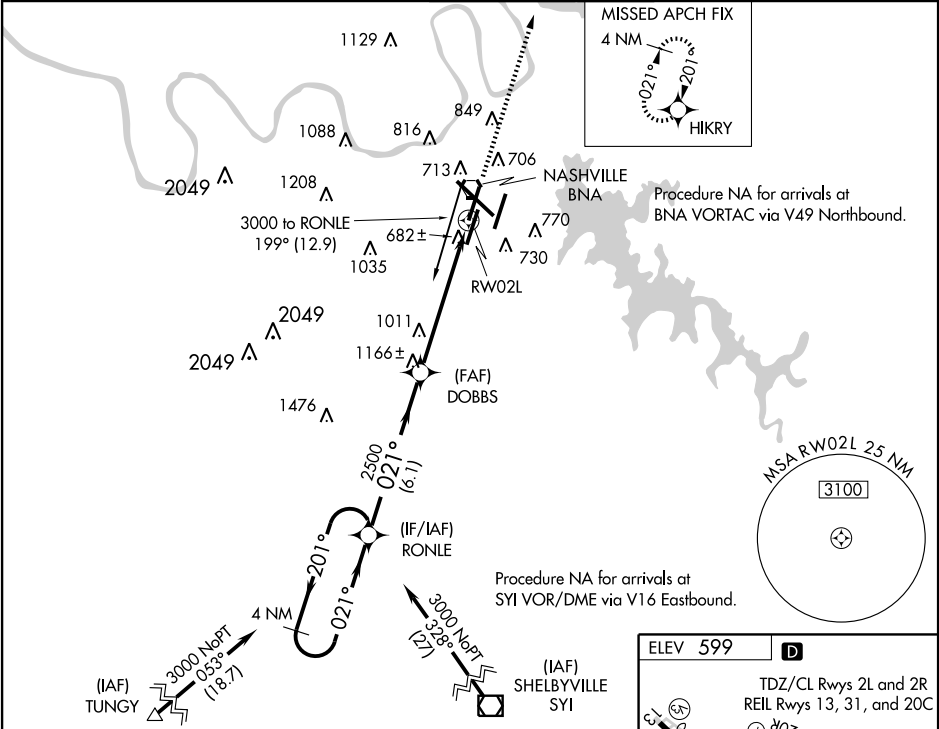
SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 42713 W02A	APP CRS 021°	Rwy Idg TDZE 599 Apt Elev 599	7702
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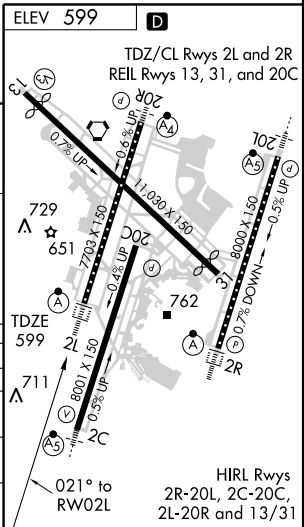
RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). ▲ DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.
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ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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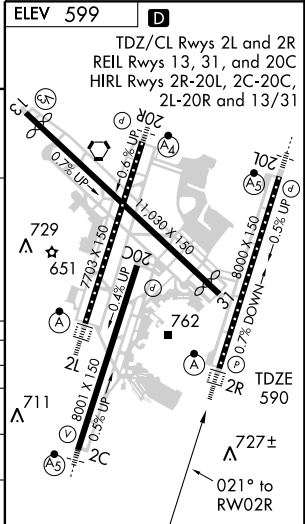
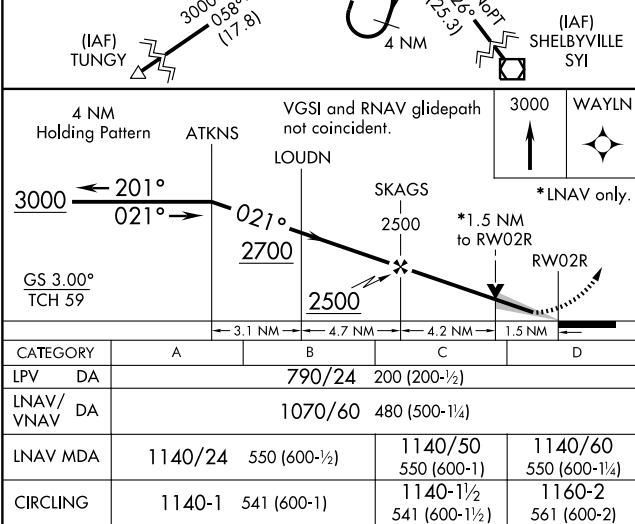
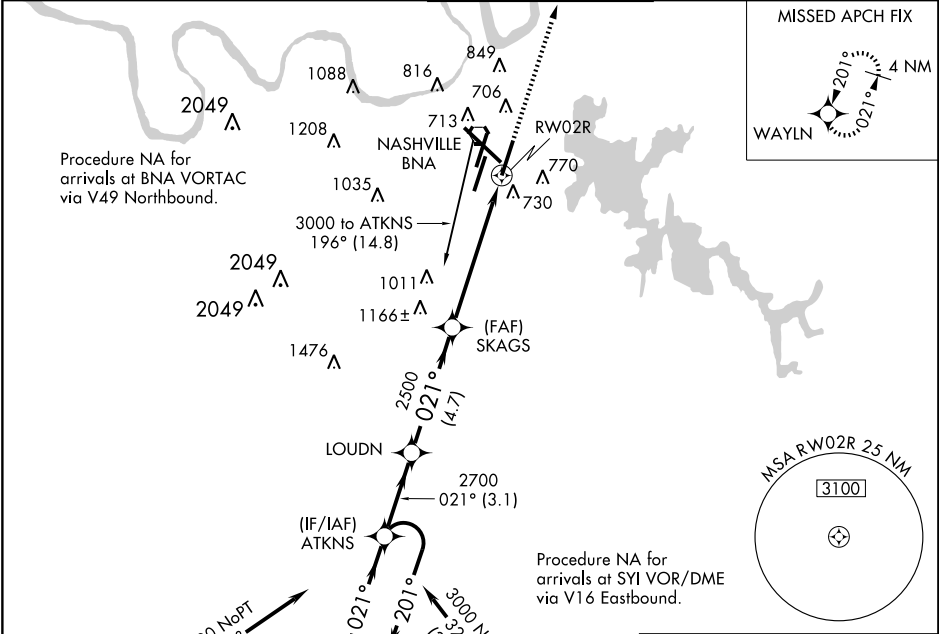
CATEGORY	A	B	C	D
LPV DA		799/24	200 (200-½)	
LNAV/VNAV DA		999/40	400 (400-¾)	
LNAV MDA	1280/24	681 (700-½)	1280-1½ 681 (700-1½)	1280-1¾ 681 (700-1¾)
CIRCLING	1280-1	681 (700-1)	1280-2 681 (700-2)	1280-2¼ 681 (700-2¼)



WAAS CH 93713 W02D	APP CRS 021°	Rwy Idg TDZE 590 Apt Elev 599	8000
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RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.		ALSIF-2 	MISSED APPROACH: Climb to 3000 direct WAYLN and hold.	
ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7		NASHVILLE TOWER 118.6 257.8		GND CON 121.9 348.6 CLNC DEL 126.05

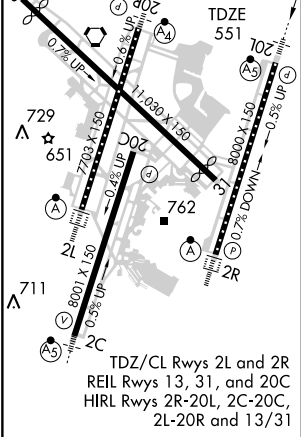
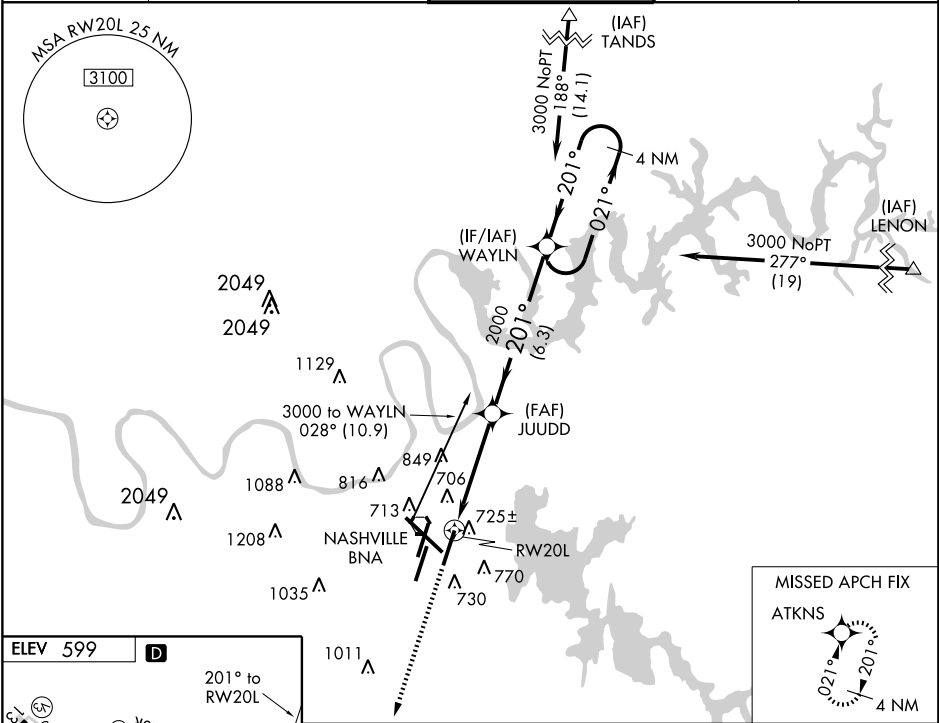


WAAS CH 49013 W20D	APP CRS 201°	Rwy Idg TDZE 8000 Apt Elev 551
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RNAV (GPS) Y RWY 20L
NASHVILLE INTL (BNA)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	 MALSR	MISSED APPROACH: Climb to 3000 direct ATKNS and hold.
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ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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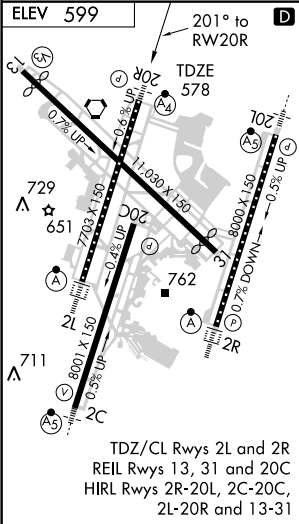
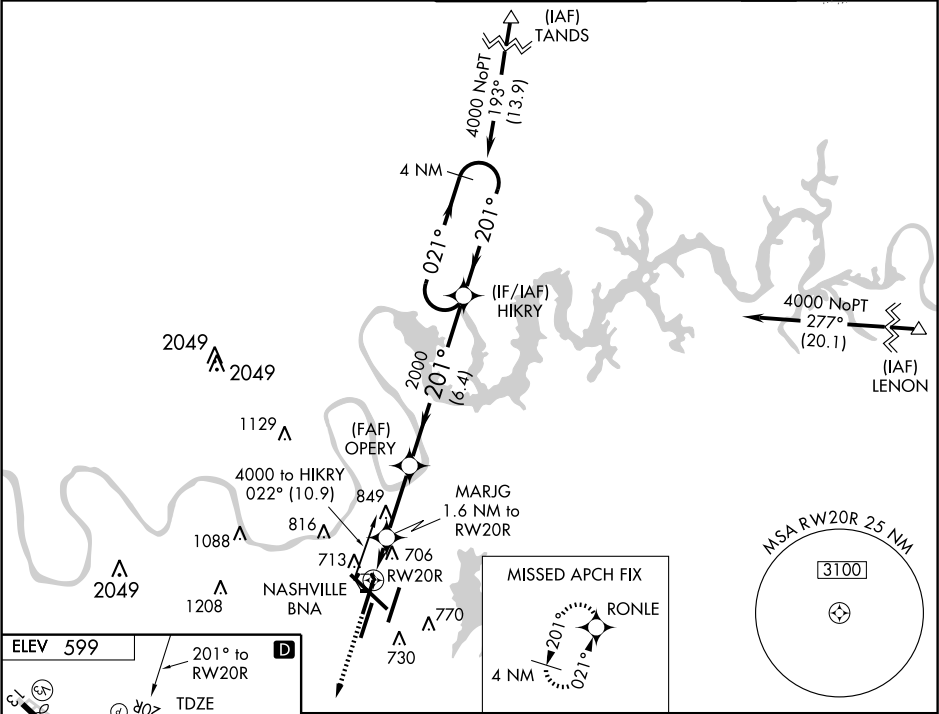


3000	ATKNS	VGSI and RNAV glidepath not coincident.	WAYLN	4 NM Holding Pattern
*LNAV only.				
*1.2 NM to RW20L				
JUDD 2000				
RW20L				
1.2 NM 3.2 NM 6.3 NM				
CATEGORY	A	B	C	D
LPV DA	751/24 200 (200-1/2)			
LNAV/VNAV DA	1019/60 468 (500-1/4)			
LNAV MDA	980/24	429 (400-1/2)	980/40 429 (400-3/4)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

WAAS CH 78411 W20A	APP CRS 201°	Rwy Idg TDZE 578 Apt Elev 599
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RNAV (GPS) Y RWY 20R
NASHVILLE INTL (BNA)

Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.		MALSF	MISSED APPROACH: Climb to 3000 direct RONLE and hold.	
ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05



3000 RONLE		VGSI and RNAV glidepath not coincident.		HIKRY 4 NM Holding Pattern	
MARJG 1.6 NM to RW20R		OPRY 2000		4000	
*LNAV only.		*1.1 NM to RW20R		*1100	
RW20R		2000		GS 3.00° TCH 59	
1.1 NM		0.5		2.7 NM	
6.4 NM					
CATEGORY	A	B	C	D	
LPV DA	778/40 200 (200-¾)				
LNAV/VNAV DA	1015-1½ 437 (500-1½)				
LNAV MDA	980/40 402 (400-¾)		980/60 402 (400-1½)		
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)		1160-2 561 (600-2)

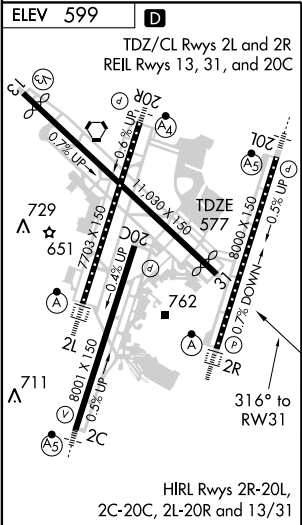
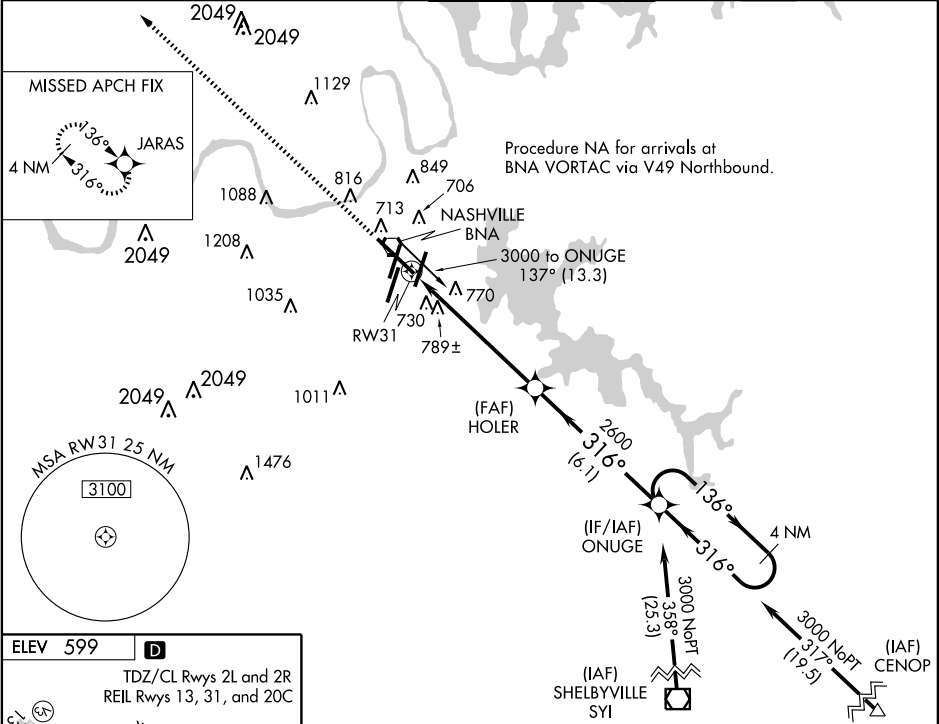
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 65913 W31A	APP CRS 316°	Rwy Idg TDZE Apt Elev	9487 577 599
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RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3100 direct JARAS and hold.		
ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05



3100 JARAS		ONUGE				4 NM Holding Pattern	
*LNAV only.		HOLER					
RW31		2600					
1.4 NM		4.7 NM		6.1 NM		3000	
1.4 NM to RW31		316°		136°		GS 3.00° TCH 52	
2600		316°		316°			
CATEGORY	A	B	C	D			
LPV DA	777-3/4		200 (200-3/4)				
LNAV/VNAV DA	1060-1 3/4		483 (500-1 3/4)				
LNAV MDA	1060-1	483 (500-1)	1060-1 1/4 483 (500-1 1/4)	1060-1 1/2 483 (500-1 1/2)			
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)			

APP CRS	Rwy Idg	8000
021°	TDZE	587
	Apt Elev	599

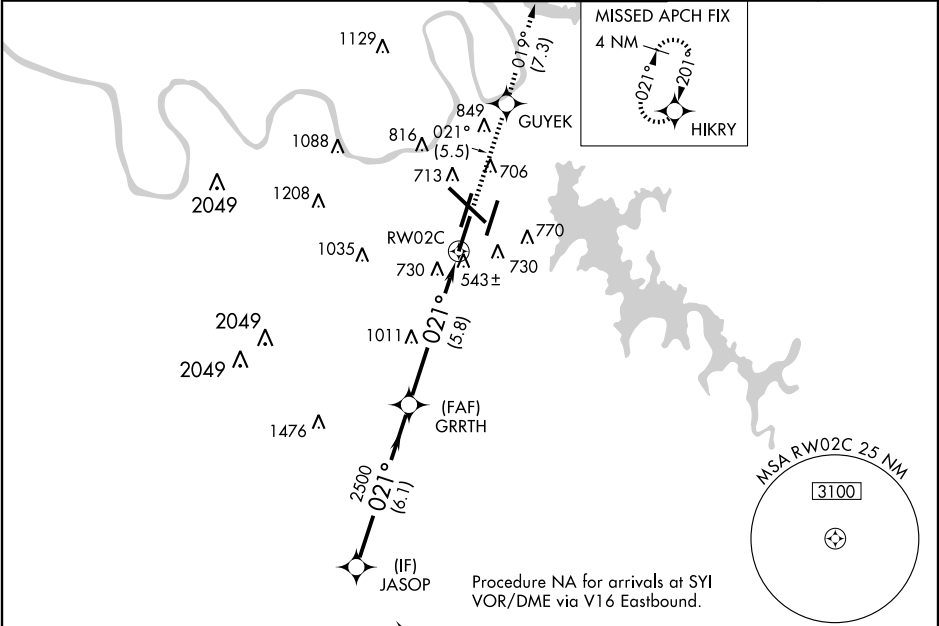
RNAV (RNP) Z RWY 2C
NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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Procedure Turn NA JASOP

3000

GP 3.00° TCH 60

021°

2500

6.1 NM

5.8 NM

4000

GUYEK

TRK 021°

TRK 019°

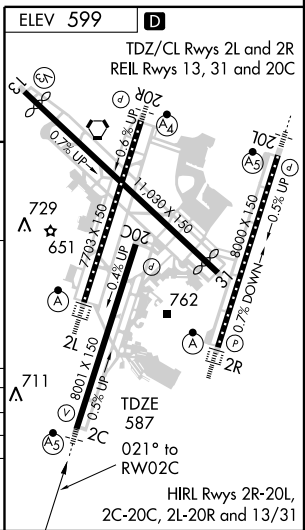
HIKRY

VGSI and RNAV glidepath not coincident.

RW02C

CATEGORY	A	B	C	D
RNP 0.20 DA		884/24	297 (300-½)	
RNP 0.30 DA		1078/60	491 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 26 AUG 2010 to 23 SEP 2010

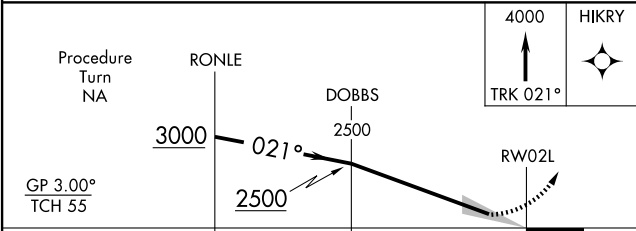
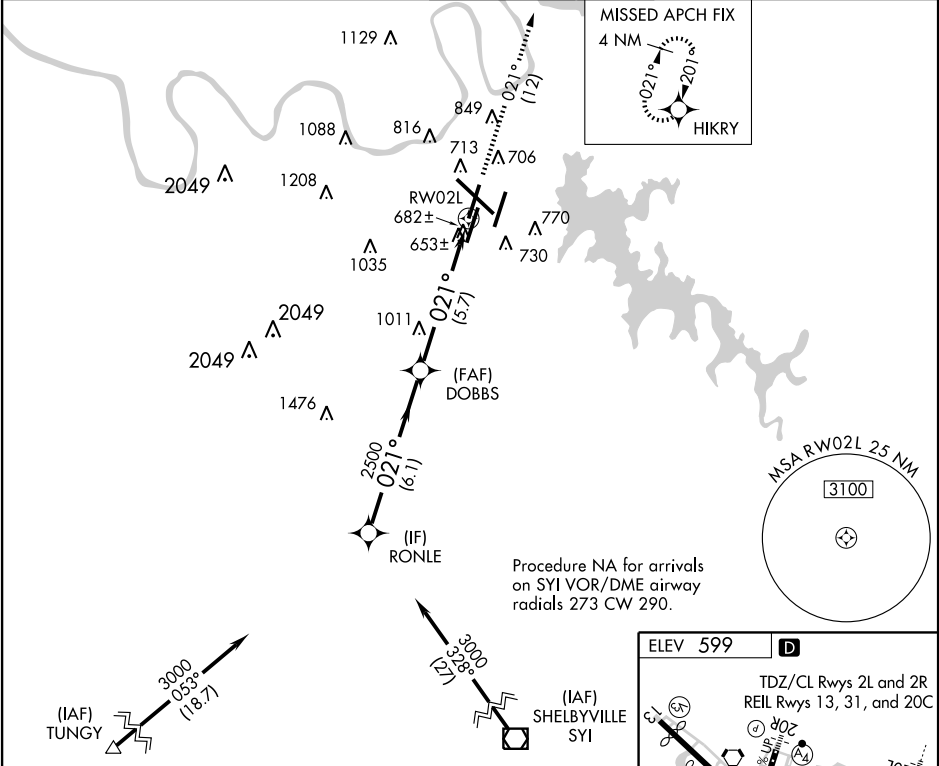
SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7702
021°	TDZE	599
	Apt Elev	599

RNAV (RNP) Z RWY 2L
NASHVILLE INTL (BNA)

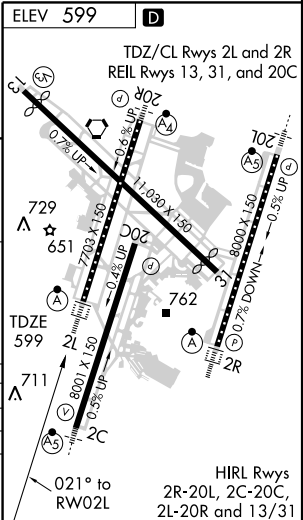
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.	ALSF-2 	MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.
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ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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CATEGORY	A	B	C	D
RNP 0.20 DA		927/24	328 (400-½)	
RNP 0.30 DA		1009/40	410 (500-¾)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS 021°	Rwy Idg	8000
	TDZE	590
	Apt Elev	599

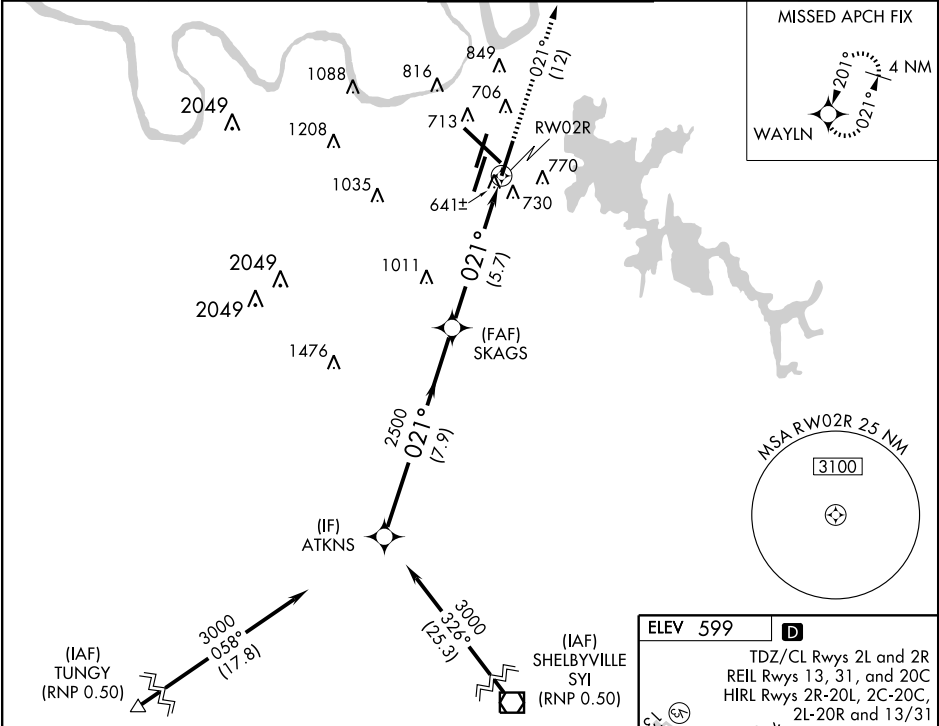
RNAV (RNP) Z RWY 2R
NASHVILLE INTL (BNA)

▽ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2

MISSED APPROACH:
Climb to 3000 via track 021° to WAYLN and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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Procedure Turn NA

ATKNS

3000

021°

GP 3.00°
TCH 59

2500

7.9 NM

5.7 NM

SKAGS

2500

RW02R

3000

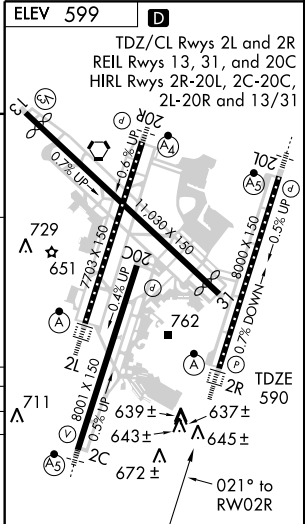
WAYLN

trk 021°

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.30 DA	1026/50 436 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 20L
NASHVILLE INTL (BNA)

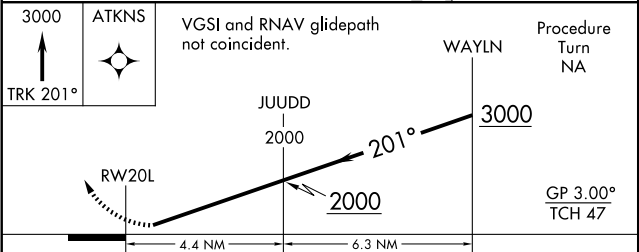
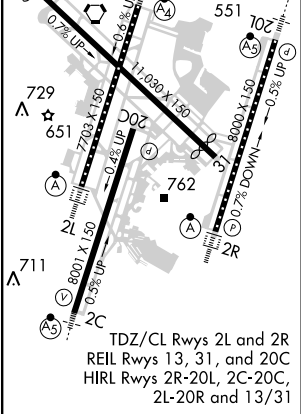
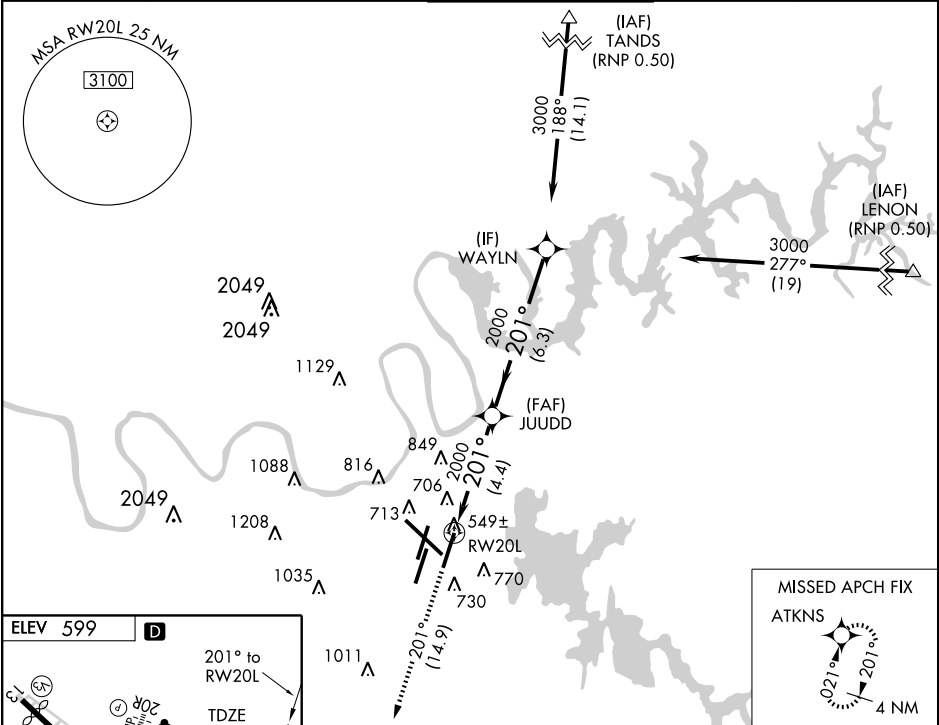
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALSRS, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats. Visibility reduction by helicopters NA.
* RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.

MALSRS

MISSED APPROACH:

Climb to 3000 via track 201° to ATKNS and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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CATEGORY	A	B	C	D
RNP 0.20 DA *		901/40	350 (400-¾)	
RNP 0.30 DA		1011/60	460 (500-1¼)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

SE-1, 26 AUG 2010 to 23 SEP 2010

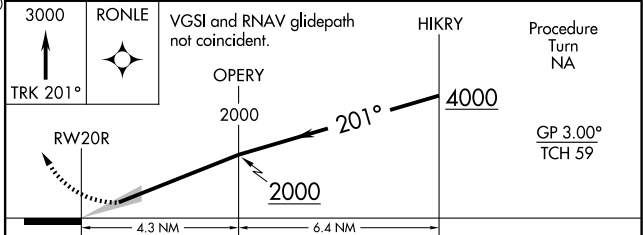
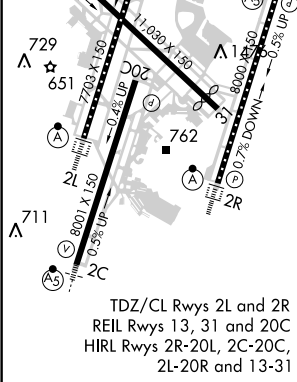
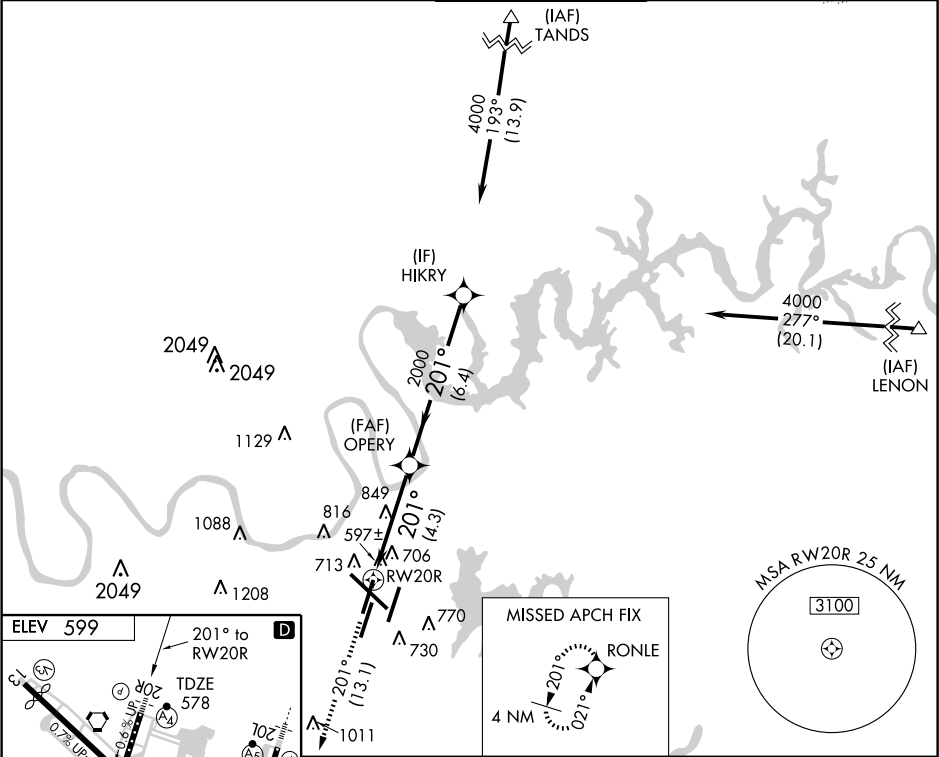
SE-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 20R
NASHVILLE INTL (BNA)

APP CRS	Rwy Idg	7702
201°	TDZE	578
	Apt Elev	599

<p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18 * visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats. * RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.</p>	<p>MALSF</p> <p></p>	<p>MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.</p>
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<p>ATIS</p> <p>135.1</p>	<p>NASHVILLE APP CON</p> <p>200°-018° 120.6 387.0 019°-199° 127.175 360.7</p>	<p>NASHVILLE TOWER</p> <p>118.6 257.8</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>126.05</p>
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CATEGORY	A	B	C	D
RNP 0.18 * DA	918/50	340 (400-1)		
RNP 0.30 DA	1022/60	444 (500-1½)		

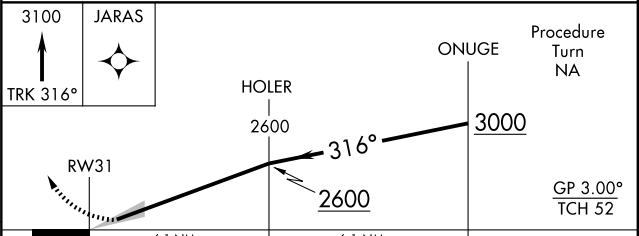
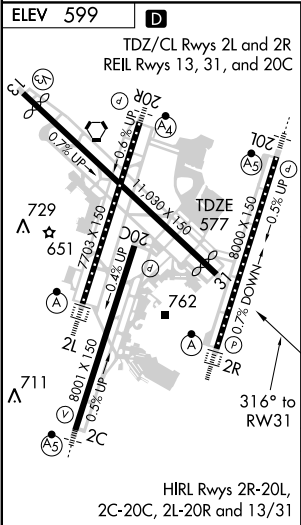
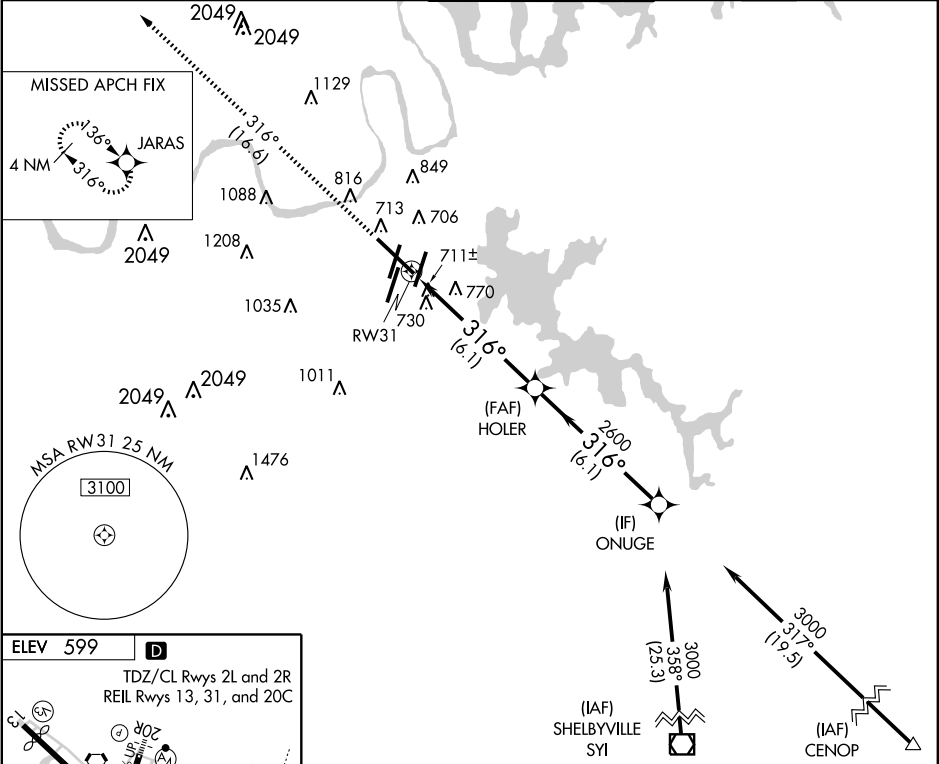
**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	9487
316°	TDZE	577
	Apt Elev	599

RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.	MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.
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ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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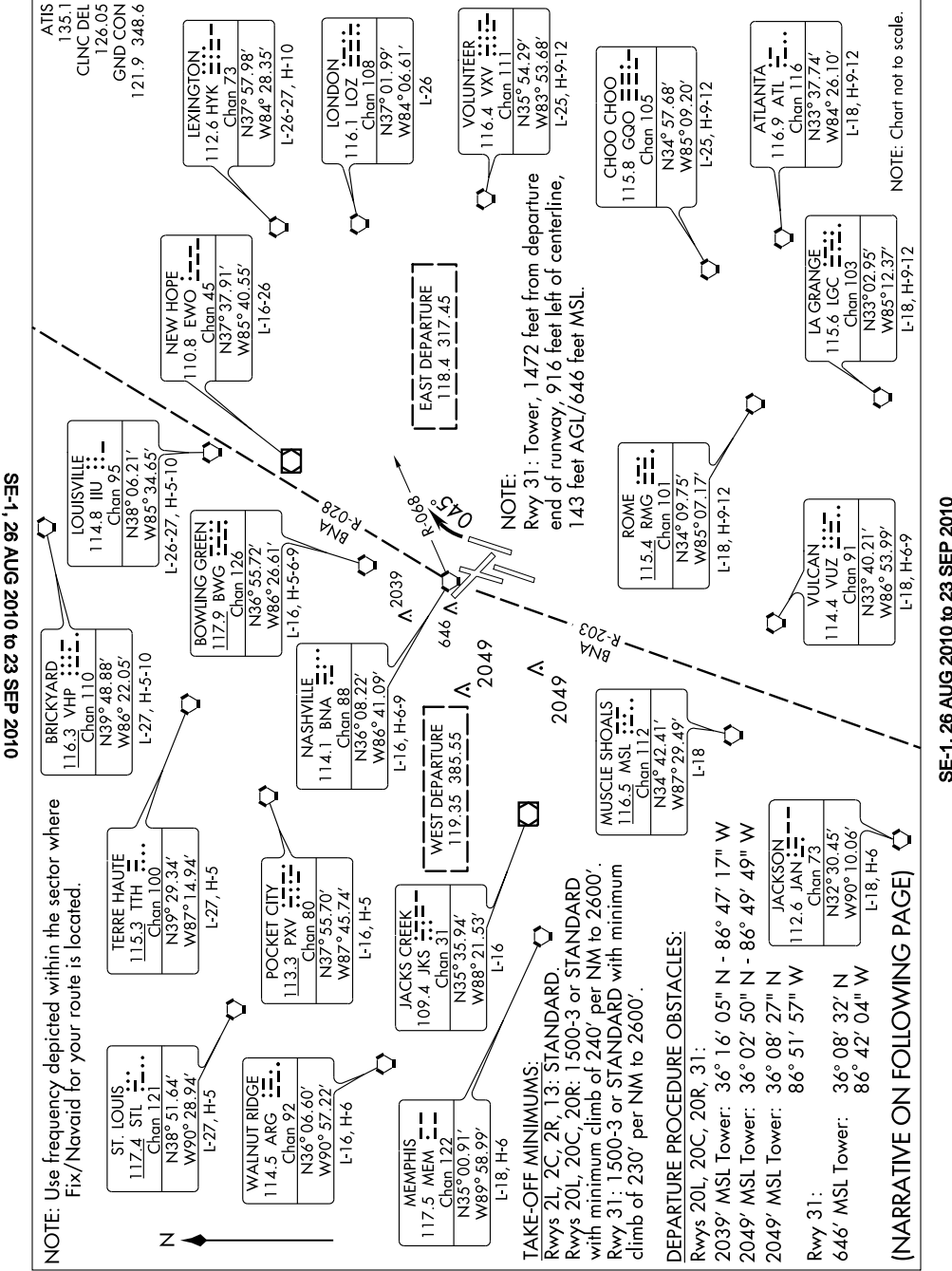
CATEGORY	A	B	C	D
RNP 0.25 DA *		1012-1½	435 (500-1½)	
RNP 0.30 DA		1121-2	544 (600-2)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

TITAN ONE DEPARTURE (OBSTACLE)



SE-1, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....
TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....
....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

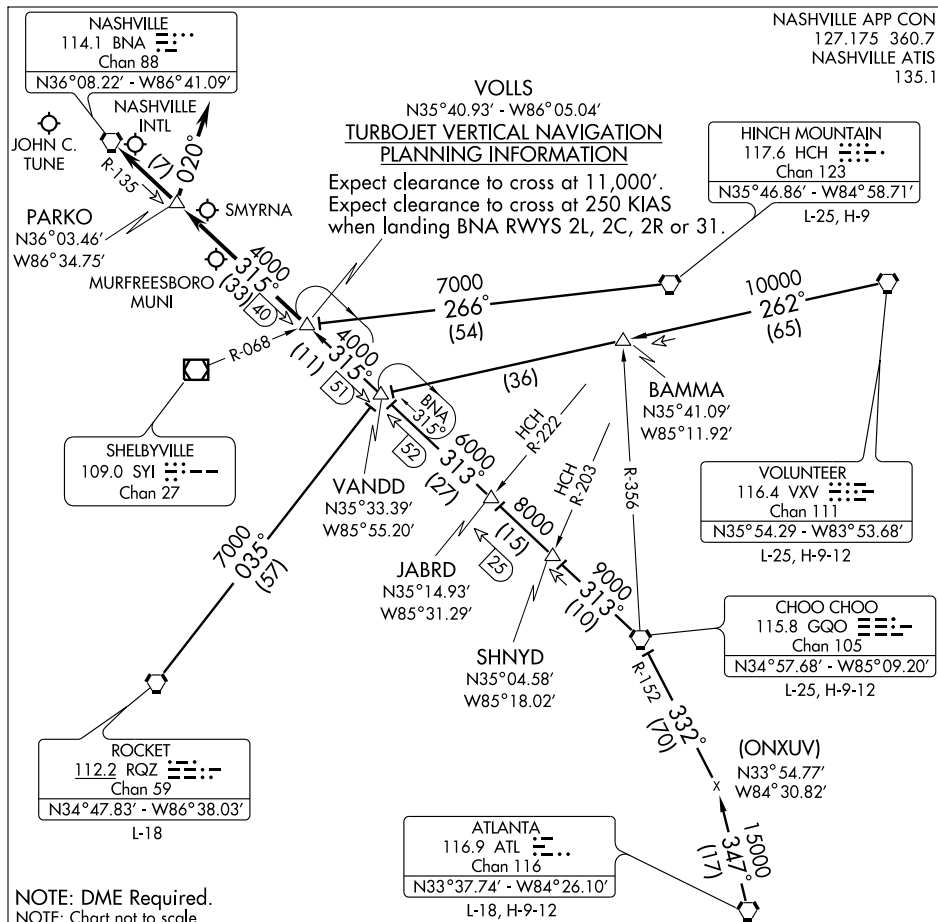
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GGO R-152 to GGO VORTAC, then via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

CHOO CHOO TRANSITION (GGO.VOLLS7): From over GGO VORTAC via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE;** all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.


VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

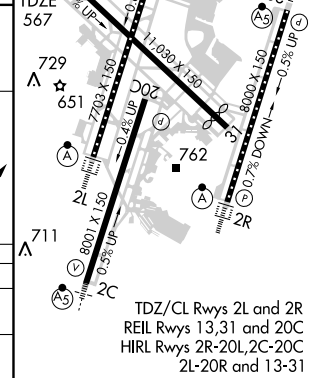
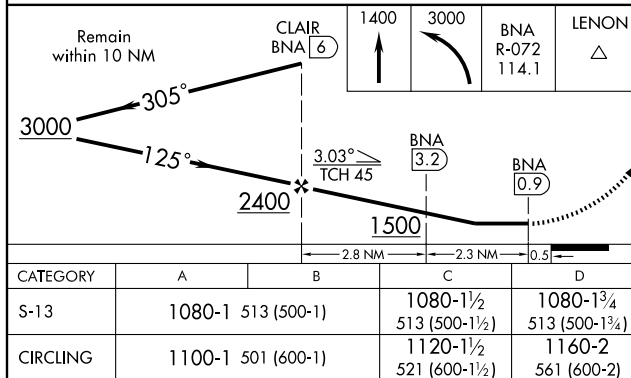
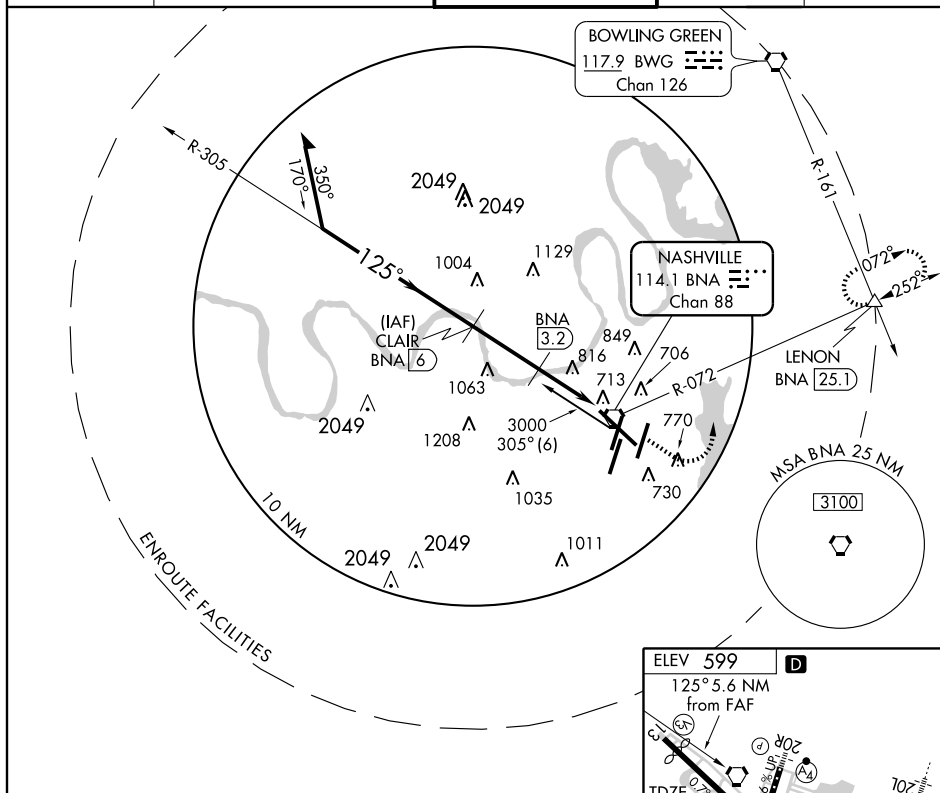
NASHVILLE, TENNESSEE

AL-282 (FAA)

VORTAC BNA 114.1 Chan 88	APP CRS 125°	Rwy Idg 9487 TDZE 567 Apt Elev 599
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VOR/DME RWY 13
NASHVILLE INTL (BNA)

		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.		
ATIS 135.1	NASHVILLE APP CON 200° 018° 120.6 387.0 019° 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05



NASHVILLE, TENNESSEE
Amdt 13A 10210

36°07'N-86°41'W

NASHVILLE INTL (BNA)
VOR/DME RWY 13

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

JOHN C TUNE (JWN) 1 NW UTC-6(-5T) N36°10.94' W86°53.20'

ST LOUIS

495 B S3 FUEL 100LL, JET A+ OX 2,3 TPA-1495(1000) NOTAM FILE BNA

H-6K, 9A, L-161

RWY 02-20: H5500X100 (ASPH) S-24 MIRL 0.7% up NE

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0°TCH 32'.

RWY 20: REIL. PAPI(P4L)—GA 3.0°TCH 50'. Thld dsplcd 500'. Hill. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Bird activity invof arpt. Deer invof arpt. Rwy 20 preferred calm wind rwy. MIRL Rwy 02-20 preset low ints SS-SR, to increase ints and ACTIVATE SR-SS—CTAF. ACTIVATE REIL Rwy 02 and Rwy 20 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.075 1 (800) 645-6753. (615) 350-6222.

COMMUNICATIONS: CTAF/UNICOM 122.7

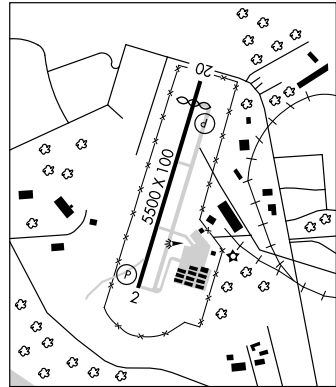
® NASHVILLE APP/DEP CON 119.35 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22' W86°41.09' 288° 10.2 NM to fld. 570/02W.

ILS/DME 110.3 I-JWN Chan 40 Rwy 20. LOC unmonitored Fri-Sat 0600-1100Z±.

COMM/NAV/WEATHER REMARKS: Frequency bleedover occurs on all frequencies 1.75 NM N of Rwy 02-20.



NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

JOHN C. TUNE
NASHVILLE INTL
SMYRNA
MURFREESBORO MUNI
LINGA
N36°05.17' - W86°48.87'

DYERSBURG
116.8 DYS
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

HELAM
N35°27.44' - W88°38.58'

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' - W86°53.99'
L-18, H-6-9

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

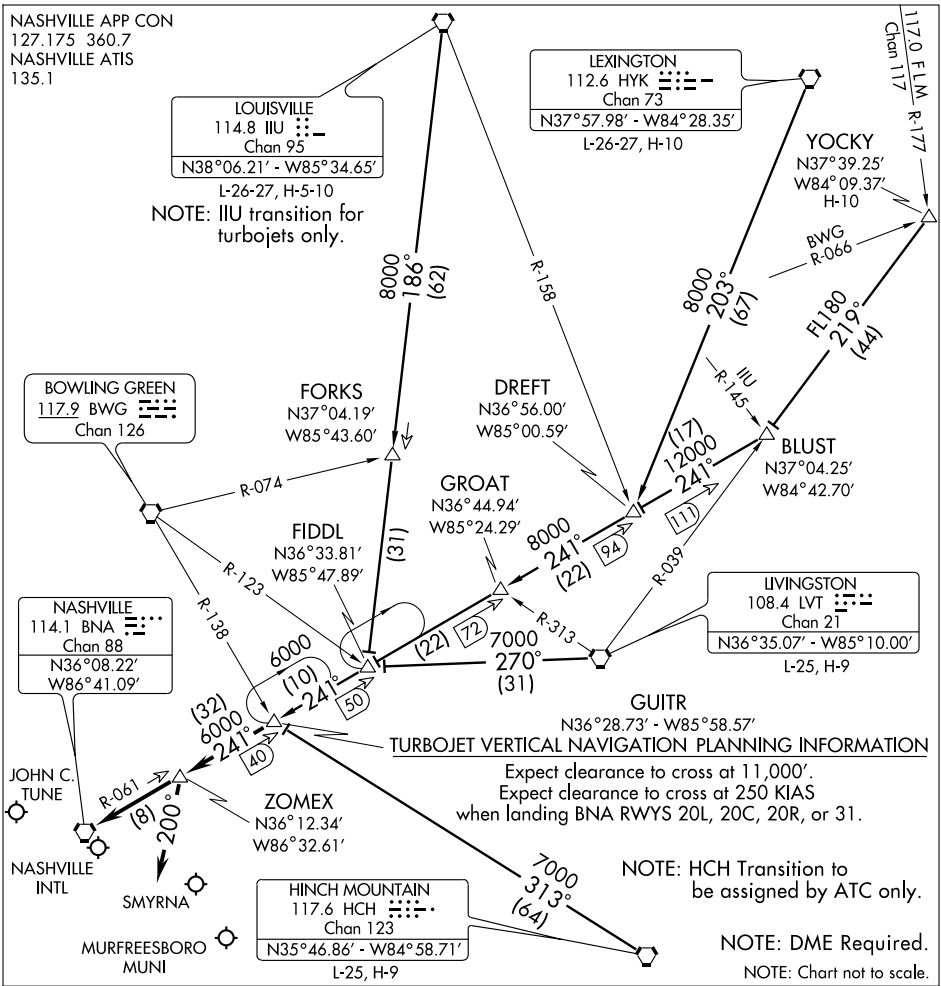
NOTE: DME Required.
NOTE: Chart not to scale.

- BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .
- MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .
- SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .
- VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

...TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

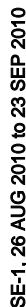
LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

LOUISVILLE TRANSITION (IUU.GUITR4): From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

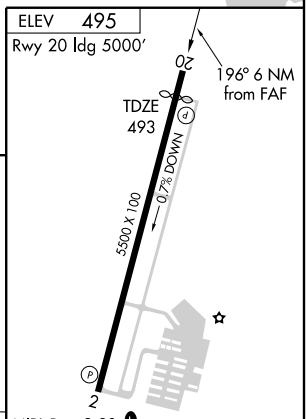
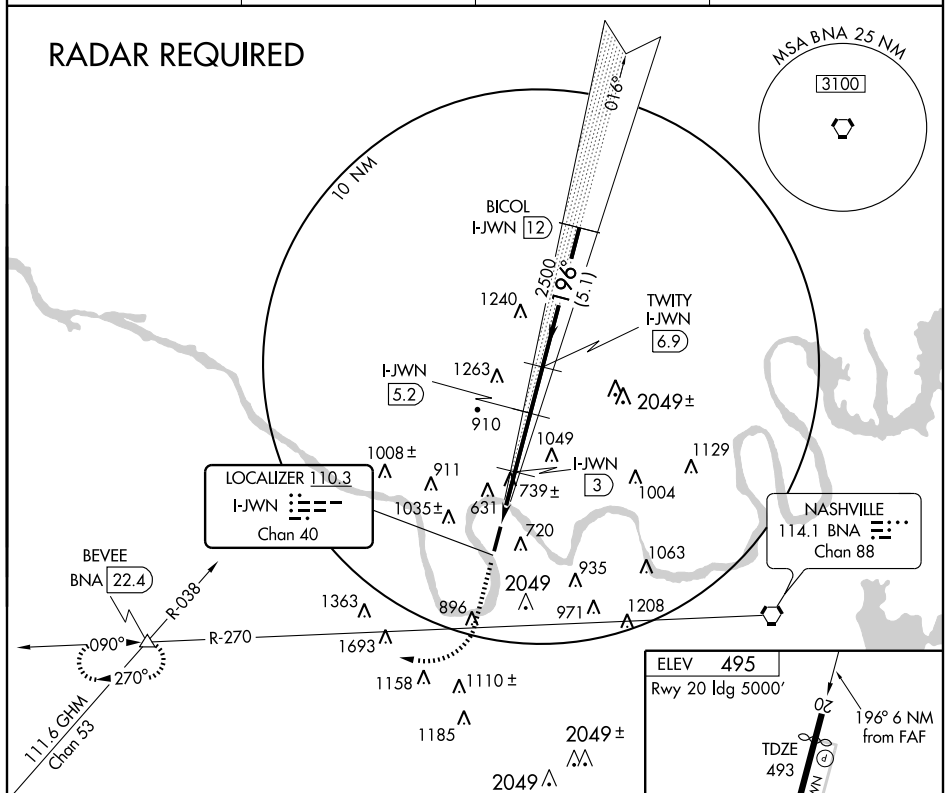
NASHVILLE, TENNESSEE



NASHVILLE, TENNESSEE

AL-6878 (FAA)

ILS or LOC/DME RWY 20
NASHVILLE/JOHN C. TUNE (JWN)



NASHVILLE, TENNESSEE
Orig-A 08269 36°11'N-86°53'W NASHVILLE/JOHN C. TUNE (JWN)
ILS or LOC/DME RWY 20

SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	5500
016°	TDZE	484
	Apt Elev	495

RNAV (GPS) RWY 2

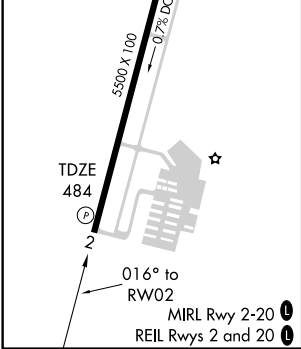
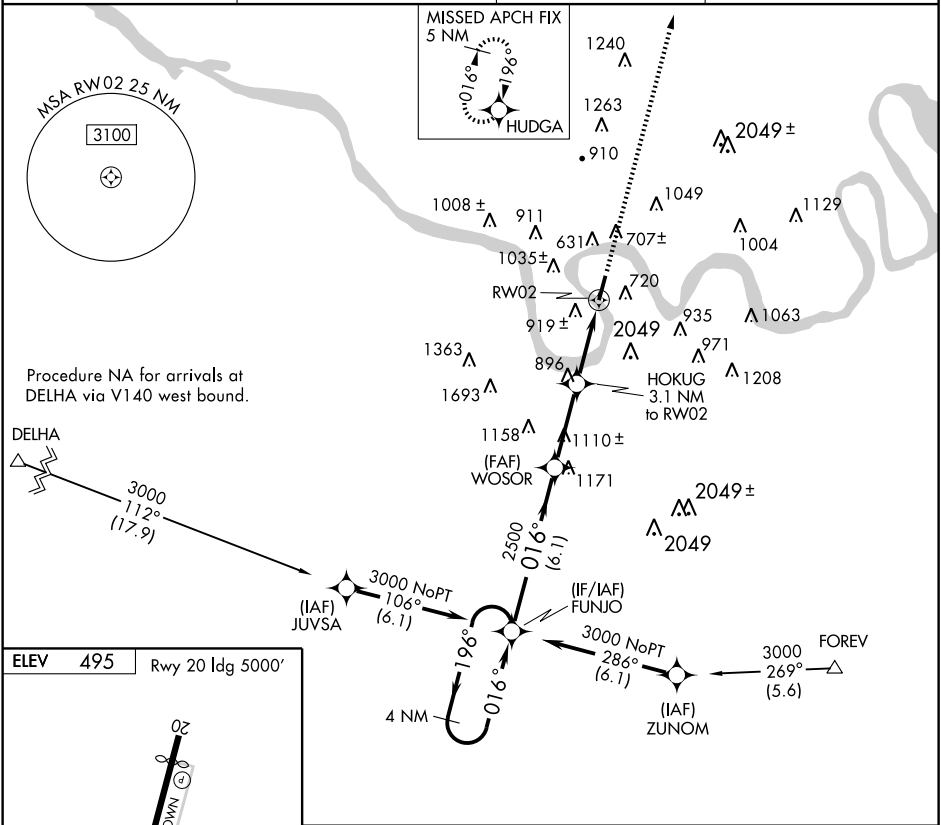
NASHVILLE/JOHN C. TUNE (JWN)

▼ If local altimeter setting not received, use Nashville Int'l altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Int'l altimeter setting.

▲ Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
HUDGA and hold.

AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CLNC DEL 124.55	UNICOM 122.7(CTAF) 0
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4 NM Holding Pattern				FUNJO		WOSOR		HOKUG 3.1 NM to RW02		3000 HUDGA
3000				196°		016°		016°		↑
						2500		1460		
				6.1 NM		3.1 NM		1.1		✧
CATEGORY				A		B		C		
LNAV MDA				1140-1 656 (700-1)		1140-1¾ 656 (700-1¾)		1140-2 656 (700-2)		
CIRCLING				1220-1 725 (800-1)		1220-2 725 (800-2)		1400-3 905 (1000-3)		

SE-1, 26 AUG 2010 to 23 SEP 2010

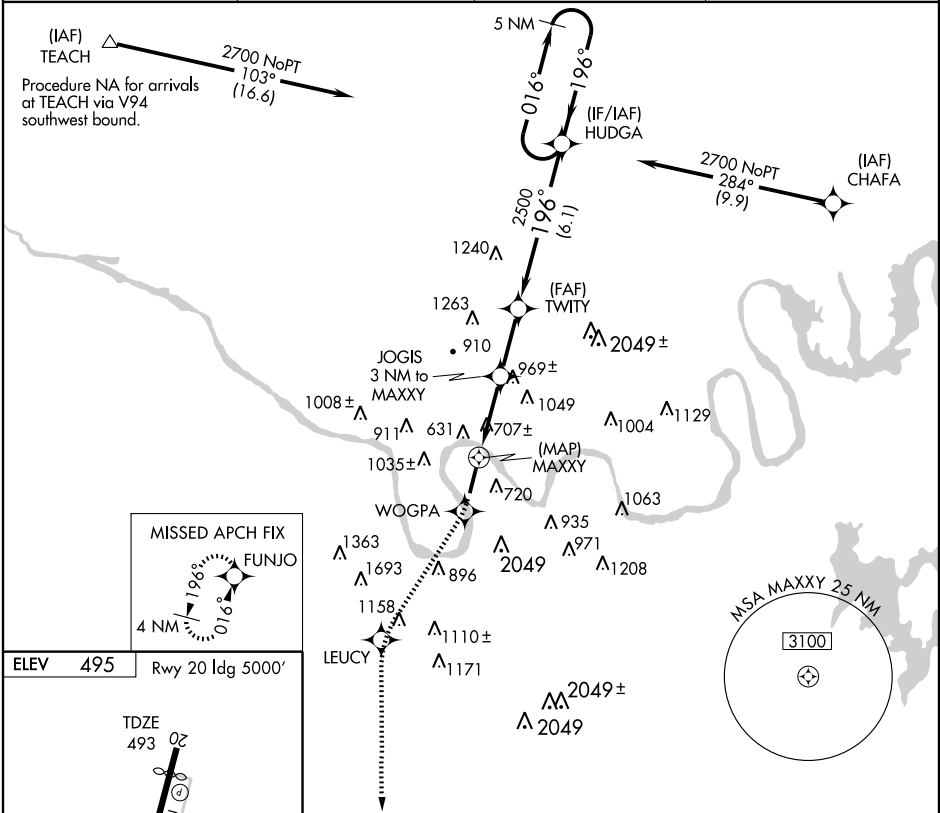
SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
196°	TDZE	493
	Apt Elev	495

RNAV (GPS) RWY 20
NASHVILLE/JOHN C. TUNE (JWN)

<p>▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.</p>
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AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 0
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ELEV 495 Rwy 20 Idg 5000'	3000 WOGPA	TRK 214°	LEUCY	TRK 181°	FUNJO	HUDGA	5 NM Holding Pattern
TDZE 493 02	1.6 NM to MAXXY	JOGIS 3 NM to MAXXY	3.07° TCH 54	1640	2500	196° 016° 2700	
5500 x 100 0.7% DOWN	0.4	1.6	1.4	2.5 NM	6.1 NM		
MIRL Rwy 2-20 0	CATEGORY	A	B	C	D		
REIL Rwy 2 and 20 0	LNAV MDA	1220-1	727 (800-1)	1220-2 727 (800-2)	1220-2 1/4 727 (800-2 1/4)		
	CIRCLING	1220-1	725 (800-1)	1220-2 725 (800-2)	1400-3 905 (1000-3)		

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

OBION N36°17.86' W88°59.69' NOTAM FILE MKL.
NDB (MHW/LOM) 212 UC 005° 5.1 NM to Everett-Stewart Rgnl. Unmonitored.

ST LOUIS
L-16H

ONEIDA

SCOTT MUNI (SCX) 4 SW UTC-5(-4DT) N36°27.34' W84°35.15'
1545 B S4 FUEL 100LL, JET A NOTAM FILE BNA

Rwy 05-23: H5502X75 (ASPH) S-28, D-40 MIRL 0.4% up SW
Rwy 05: REIL, PAPI(P4L). Trees.

Rwy 23: ODALS. REIL, PAPI(P4L)—GA 3.0°TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun
1730-2300Z†. For attendant after hrs call 423-223-4331,
423-569-8884, 423-569-4934. Unattended Thanksgiving and
Christmas day. Rwy 05-23 preset medium ints only.

WEATHER DATA SOURCES: AWOS-3 135.025 (423) 569-6651.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

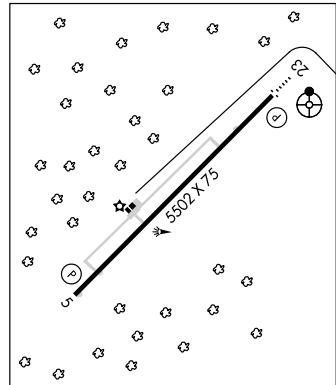
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'
W85°10.00' 107° 29.1 NM to fld. 1020/02W.

PINEY GROVE NDB (MHW) 403 BPO N36°32.37' W84°28.56'
232° 7.3 NM to fld.

SDF 110.5 OLC Rwy 23. (Unmonitored 2230-1330Z†).

CINCINNATI
H-9A, L-25A
IAP



OPERY N36°12.24' W86°39.17' NOTAM FILE BNA.
NDB (MHW/LOM) 344 VI 198° 4.9 NM to Nashville Intl. LOM OTS indef.

ST LOUIS
L-16J

OUTLAW FLD (See CLARKSVILLE)

PARIS

HENRY CO (PHT) 3 NW UTC-6(-5DT) N36°20.16' W88°23.07'

580 B FUEL 100LL, JET A NOTAM FILE MKL

Rwy 02-20: H5001X100 (ASPH) S-17 HIRL

Rwy 02: ODALS. REIL, PAPI(P4L).

Rwy 20: REIL, PAPI(P4L).

AIRPORT REMARKS: Attended Mon-Sat 1400-2230Z†. Arpt unattended
Thanksgiving, Christmas and New Years. Parachute Jumping.
Ultralghts are not to cross Rwy 02-20. Parallel twy is unlgtd. Rwy
02 REIL OTS indef. Rwy 02 ODALS OTS indef. HIRL Rwy 02-20
preset medium ints, to increase ints and ACTIVATE ODALS Rwy
02—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.825 (731)644-0451.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

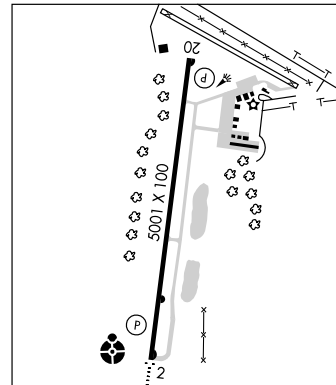
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 356° 44.2 NM to fld. 630/02E.

TRAINER NDB (MHW) 410 TIQ N36°14.97' W88°24.92'
016° 5.4 NM to fld.

ILS 110.7 I-PHT Rwy 02.

ST LOUIS
H-6J, L-16I
IAP



PERRY CO (See LINDEN)

PINEY GROVE N36°32.37' W84°28.56' NOTAM FILE BNA.
NDB (MHW) 403 BPO 232° 7.3 NM to Scott Muni.

CINCINNATI
L-25A

AL-5841 (FAA)

APP CRS	Rwy Idg	5502
051°	TDZE	1545
	Apt Elev	1545

RNAV (GPS) RWY 5

ONEIDA/SCOTT MUNI (SCX)

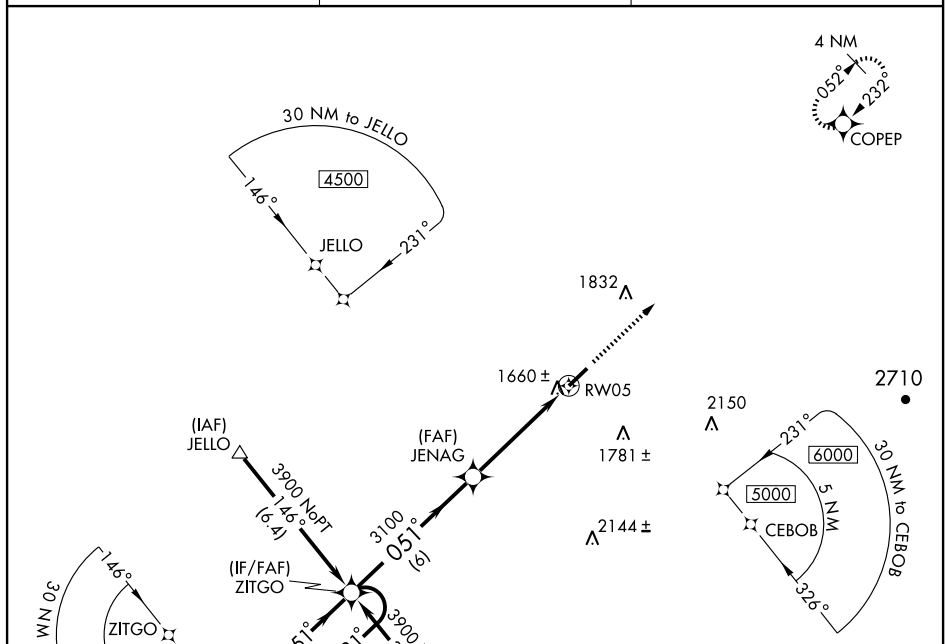
T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 4500
direct COPEP WP and hold.

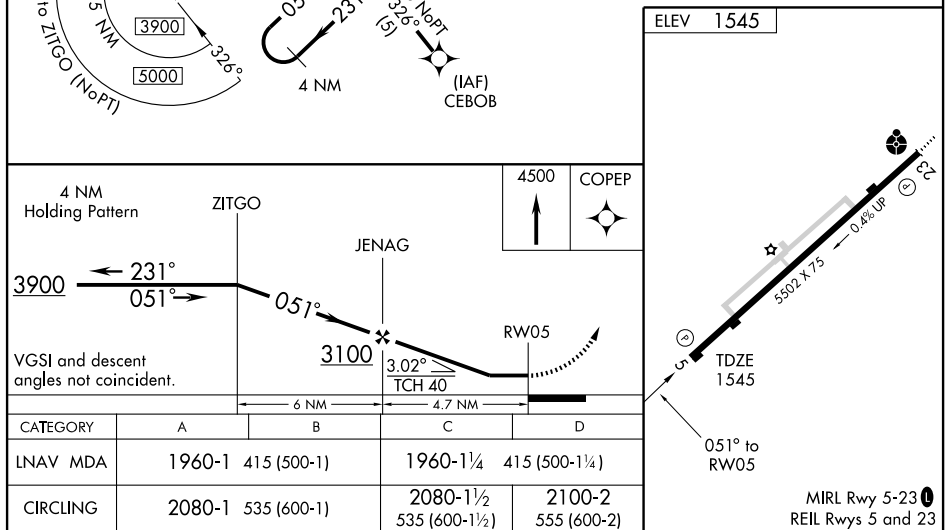
AWOS-3
135.025

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **L**

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010



ONEIDA, TENNESSEE
Orig 09183

36° 27'N-84° 35'W

ONEIDA/ SCOTT MUNI (SCX)
RNAV (GPS) RWY 5

▼

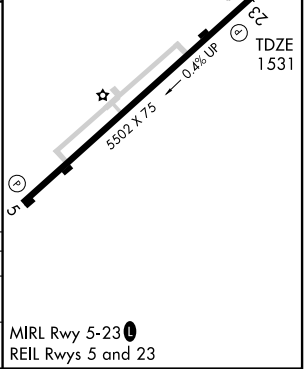
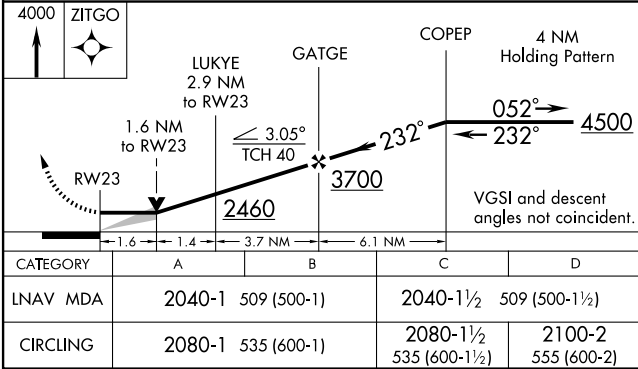
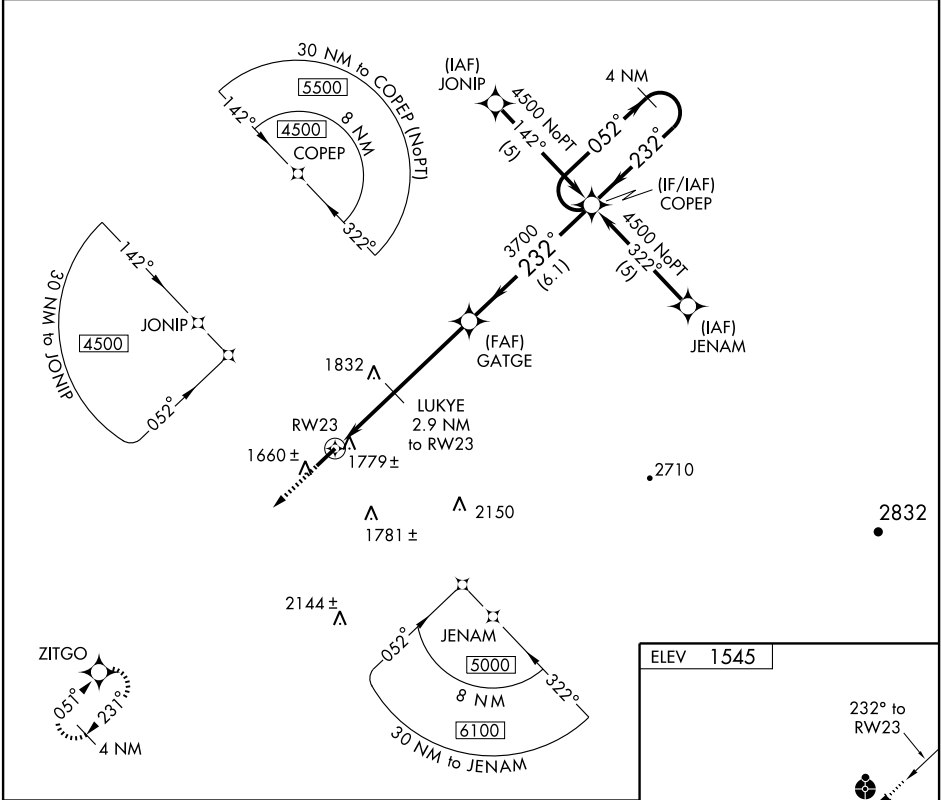
NA

DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.
Inoperative table does not apply.
Circling NA at night to Rwy 05.

ODALS

MISSED APPROACH: Climb to 4000
direct ZITGO WP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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▼

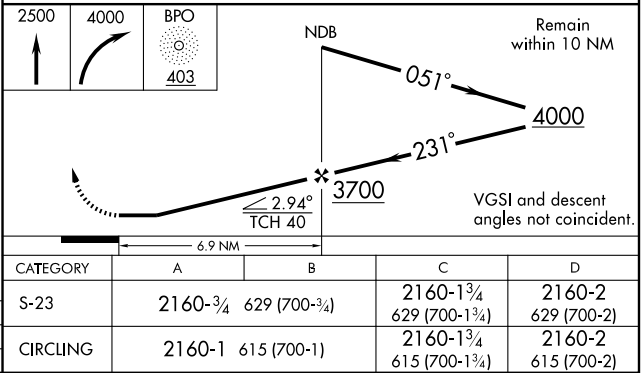
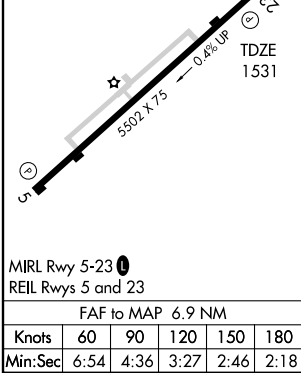
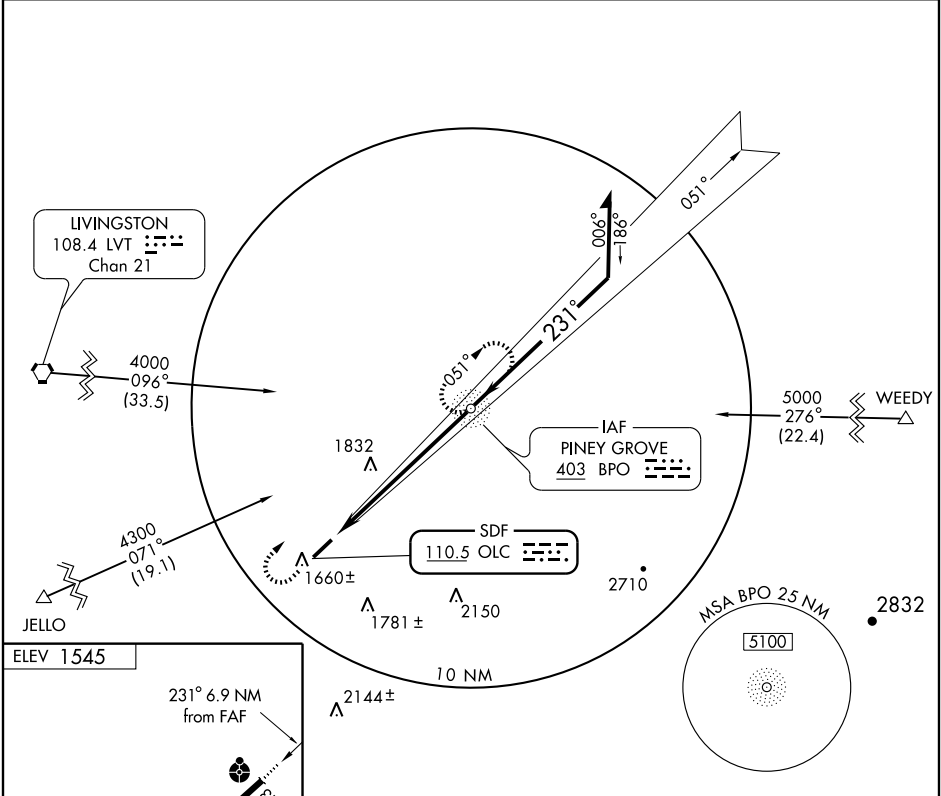
NA

Inoperative table does not apply to Cat C.
ADF REQUIRED

ODALS

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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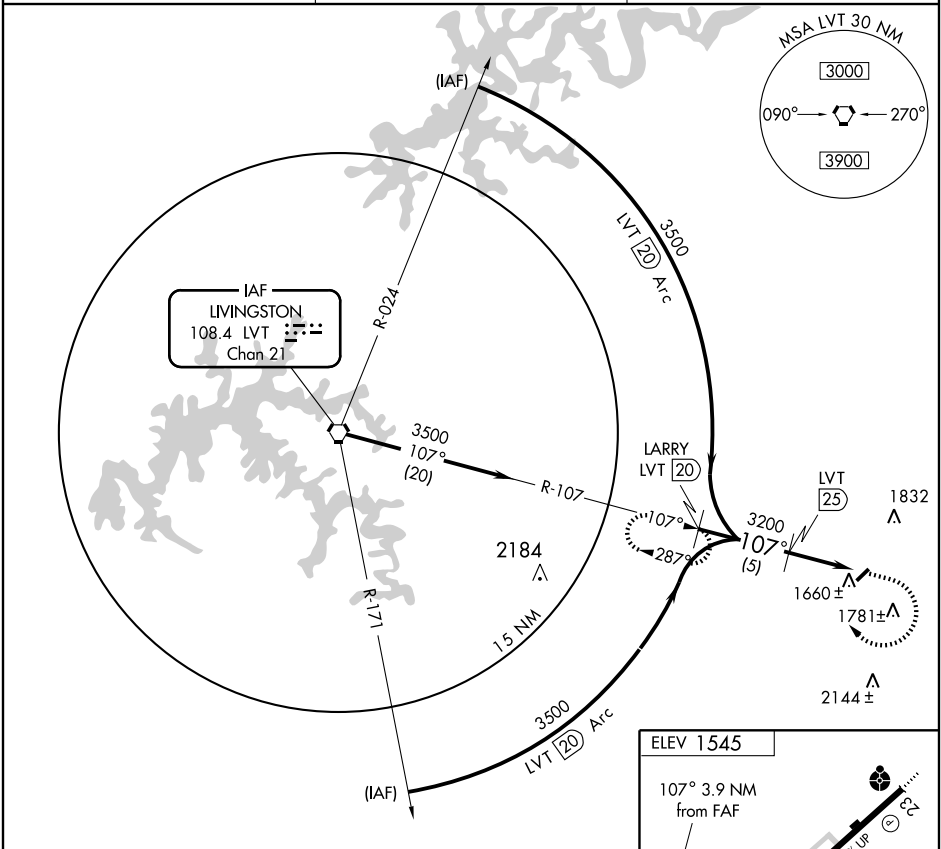


▼

▲ NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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LARRY LVT 20

3500

107°

3200

5 NM

3.9 NM

LVT 25

LVT 28.9

2500

3500

LVT R-107 108.4

LARRY LVT 20

ELEV 1545

107° 3.9 NM from FAF

5502 X 75

0.4% UP

REIL Rwy 5 and 23

MIRL Rwy 5-23 0

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)	Min:Sec					

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

OBION N36°17.86' W88°59.69' NOTAM FILE MKL.
NDB (MHW/LOM) 212 UC 005° 5.1 NM to Everett-Stewart Rgnl. Unmonitored.

ST LOUIS
L-16H

ONEIDA

SCOTT MUNI (SCX) 4 SW UTC-5(-4DT) N36°27.34' W84°35.15'

1545 B S4 FUEL 100LL, JET A NOTAM FILE BNA

Rwy 05-23: H5502X75 (ASPH) S-28, D-40 MIRL 0.4% up SW

Rwy 05: REIL, PAPI(P4L). Trees.

Rwy 23: ODALS. REIL, PAPI(P4L)—GA 3.0°TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun

1730-2300Z†. For attendant after hrs call 423-223-4331,

423-569-8884, 423-569-4934. Unattended Thanksgiving and Christmas day. Rwy 05-23 preset medium ints only.

WEATHER DATA SOURCES: AWOS-3 135.025 (423) 569-6651.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

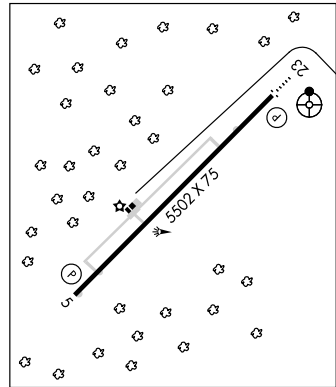
W85°10.00' 107° 29.1 NM to fld. 1020/02W.

PINEY GROVE NDB (MHW) 403 BPO N36°32.37' W84°28.56'

232° 7.3 NM to fld.

SDF 110.5 OLC Rwy 23. (Unmonitored 2230-1330Z†).

CINCINNATI
H-9A, L-25A
IAP



OPERY N36°12.24' W86°39.17' NOTAM FILE BNA.
NDB (MHW/LOM) 344 VI 198° 4.9 NM to Nashville Intl. LOM OTS indef.

ST LOUIS
L-16J

OUTLAW FLD (See CLARKSVILLE)

PARIS

HENRY CO (PHT) 3 NW UTC-6(-5DT) N36°20.16' W88°23.07'

580 B FUEL 100LL, JET A NOTAM FILE MKL

Rwy 02-20: H5001X100 (ASPH) S-17 HIRL

Rwy 02: ODALS. REIL, PAPI(P4L).

Rwy 20: REIL, PAPI(P4L).

AIRPORT REMARKS: Attended Mon-Sat 1400-2230Z†. Arpt unattended Thanksgiving, Christmas and New Years. Parachute Jumping.

Ultralghts are not to cross Rwy 02-20. Parallel twy is unlgtd. Rwy

02 REIL OTS indef. Rwy 02 ODALS OTS indef. HIRL Rwy 02-20

preset medium ints, to increase ints and ACTIVATE ODALS Rwy 02—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.825 (731)644-0451.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

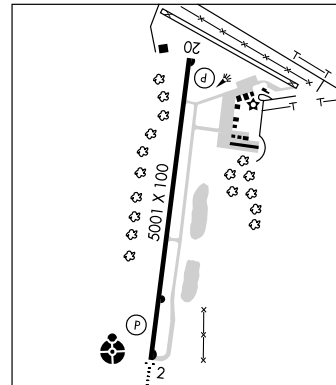
W88°21.53' 356° 44.2 NM to fld. 630/02E.

TRAINER NDB (MHW) 410 TIQ N36°14.97' W88°24.92'

016° 5.4 NM to fld.

ILS 110.7 I-PHT Rwy 02.

ST LOUIS
H-6J, L-16J
IAP



PERRY CO (See LINDEN)

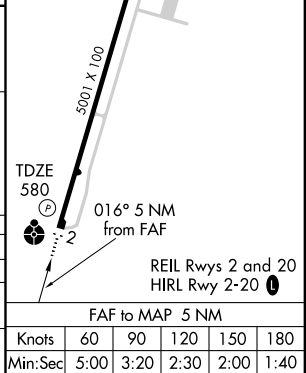
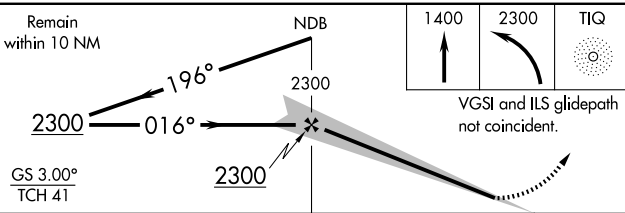
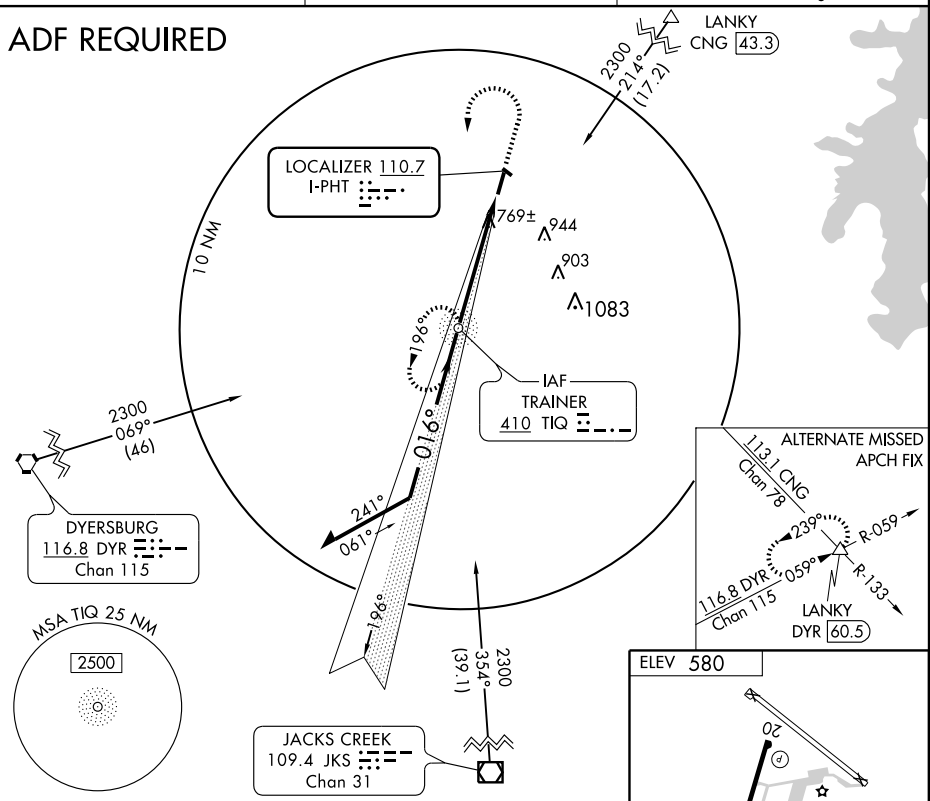
PINEY GROVE N36°32.37' W84°28.56' NOTAM FILE BNA.
NDB (MHW) 403 BPO 232° 7.3 NM to Scott Muni.

CINCINNATI
L-25A

PARIS /HENRY COUNTY (PHT)

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) L
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ADF REQUIRED



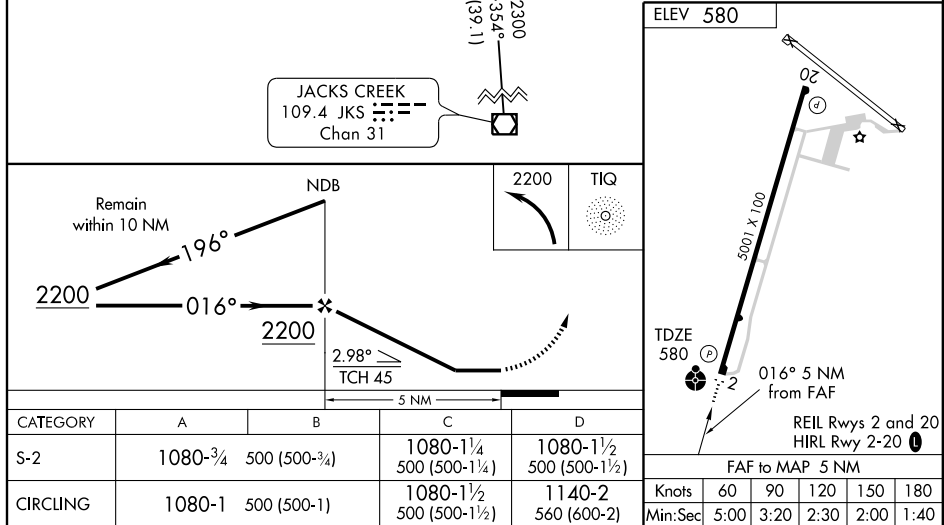
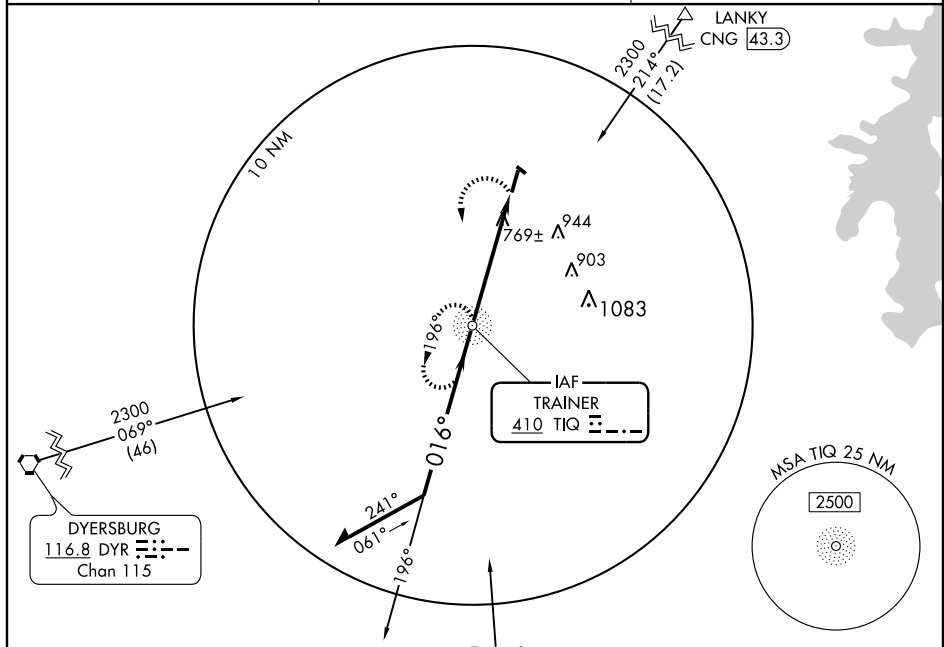
10126

NDB RWY 2
PARIS /HENRY COUNTY (PHT)

ODALS

MISSED APPROACH:
Climbing left turn to 2200
direct TIQ NDB and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) 0
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PARIS /HENRY COUNTY (PHT)
NDB RWY 2

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

WAAS
CH **42717**
W20A

APP CRS
196°

Rwy Idg
TDZE
Apt Elev

5001
571
580

RNAV (GPS) RWY 20
PARIS /HENRY COUNTY (PHT)

▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cat C and D ½ mile and Circling Cat D ¼ mile.

MISSED APPROACH:
Climb to 2300 direct
WASED and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) 0
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ELEV 580		MISSED APCH FIX WASED 196° 016° 4 NM	
TDZE 571		RWY 20 5001 x 100	
REIL Rwy 2 and 20 HIRL Rwy 2-20		2300 WASED ↑ VGSI and RNAV glidepath not coincident.	
RWY 20		CAGAK Holding Pattern 4 NM 016° 196° 3000	
EDEPE 2200		GS 3.00° TCH 45	
4.9 NM		6.1 NM	
LPV	DA	821-1 250 (300-1)	
LNAV/VNAV	DA	917-1¼ 346 (400-1¼)	
LNAV	MDA	1060-1 489 (500-1)	1060-1½ 489 (500-1½)
CIRCLING		1080-1 500 (500-1)	1140-2 560 (600-2)

PARIS, TENNESSEE
Amdt 1 06MAY10

36°20'N-88°23'W

PARIS /HENRY COUNTY (PHT)
RNAV (GPS) RWY 20

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND MUNI (1M5) 3 NE UTC-6(-5DT) N36°35.57' W86°28.61'

818 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE BNA

RWY 01-19: H5000X100 (ASPH) S-25 MIRL 0.9% up S

RWY 01: REIL. PAPI(P4L) Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 21'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. MIRL Rwy 01-19 preset low ints; to increase ints ACTIVATE—CTAF. PAPI Rwy 01 and Rwy 19 operate continuously.

WEATHER DATA SOURCES: AWOS-3 118.175 (615) 325-4971.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NASHVILLE APP/DEP CON 119.35

GCO 121.725 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

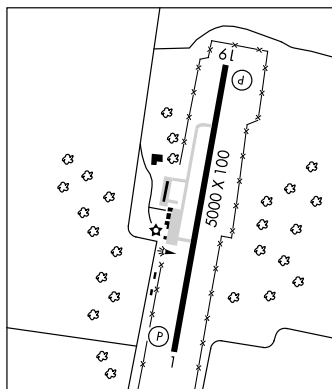
BOWLING GREEN (H) VORTACW 117.9 BWG Chan 126

N36°55.73' W86°26.61' 183° 20.2 NM to fld. 565/02E.

ST LOUIS

H-6K, 9A, L-16J

IAP

**PUCKETT GLIDERPORT** (See EAGLEVILLE)**PULASKI****ABERNATHY FLD** (GZS) 3 SW UTC-6(-5DT) N35°09.22' W87°03.41'

685 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 16-34: H5001X75 (ASPH) S-54, D-75 MIRL 0.8% up NW

RWY 16: REIL. VASI(V2R).

RWY 34: REIL. VASI(V2L). Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0200Z†, Sun 1900-2300Z†. CLOSED Christmas. After hrs call 931-619-6827. Rock quarry approximately 1000' from Rwy 34, advance notice given to arpt when explosives are scheduled. Intermittent radio controlled acft ops afternoons and weekends.

WEATHER DATA SOURCES: AWOS-3 118.275 (931) 363-6760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

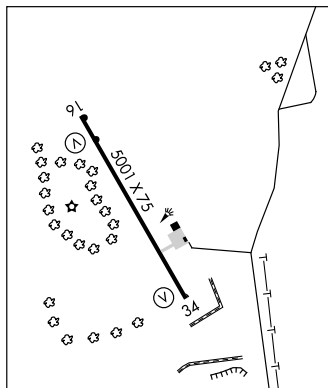
ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 314° 29.9 NM to fld. 1199/02E.

ATLANTA

H-6J, 9A, L-16J


IAP

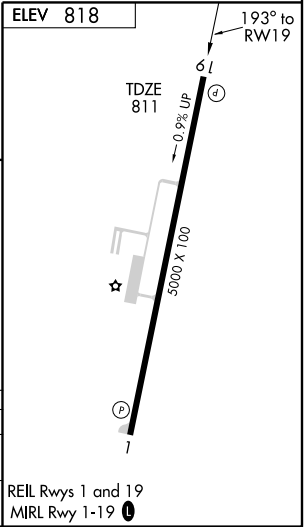
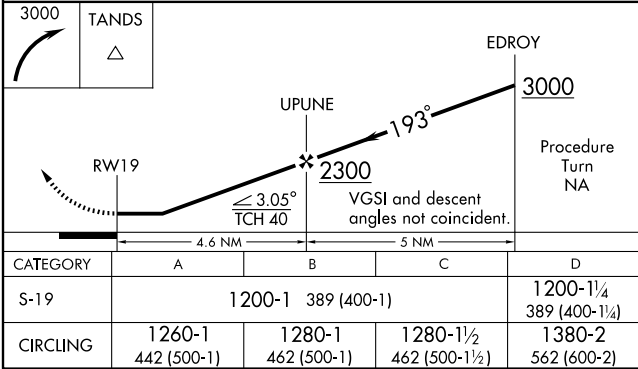
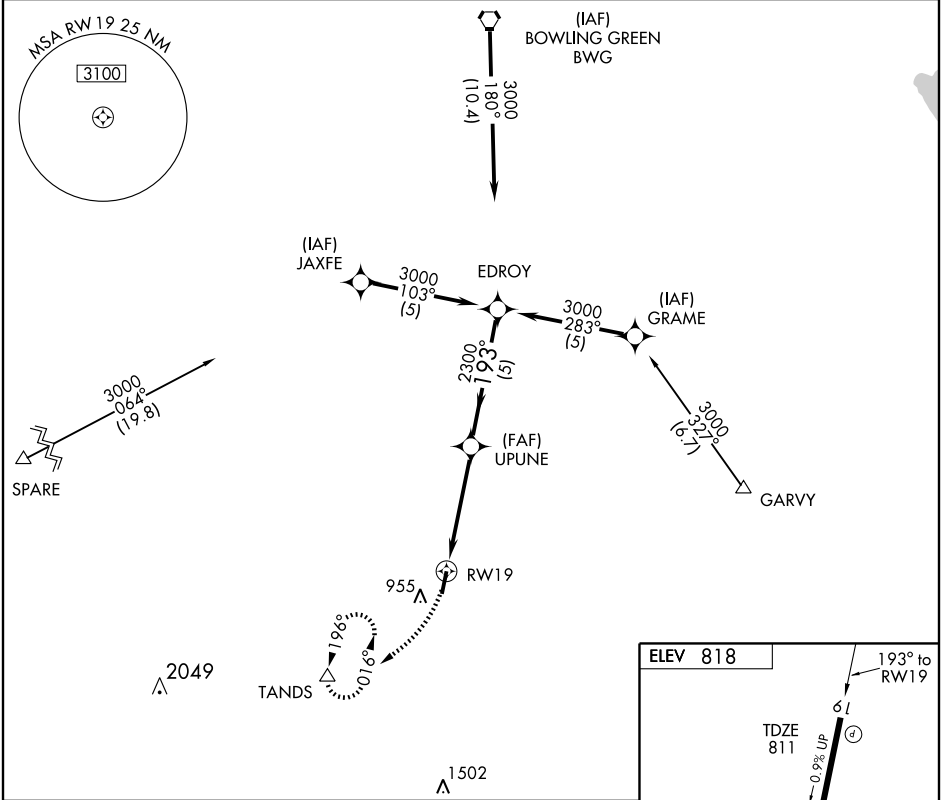
**REELFOOT LAKE** (See TIPTONVILLE)**ROBERT SIBLEY** (See SELMER)

APP CRS	Rwy Idg	5000
193°	TDZE	811
	Apt Elev	818

GPS RWY 19
PORTLAND MUNI (1M5)

  NA	MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.
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AWOS-3 118.175	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 122.8 (CTAF) 
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND, TENNESSEE

AL-5989 (FAA)

VORTAC BWG <u>117.9</u> Chan 126	APP CRS 182°	Rwy Idg 5000 TDZE 811 Apt Elev 818
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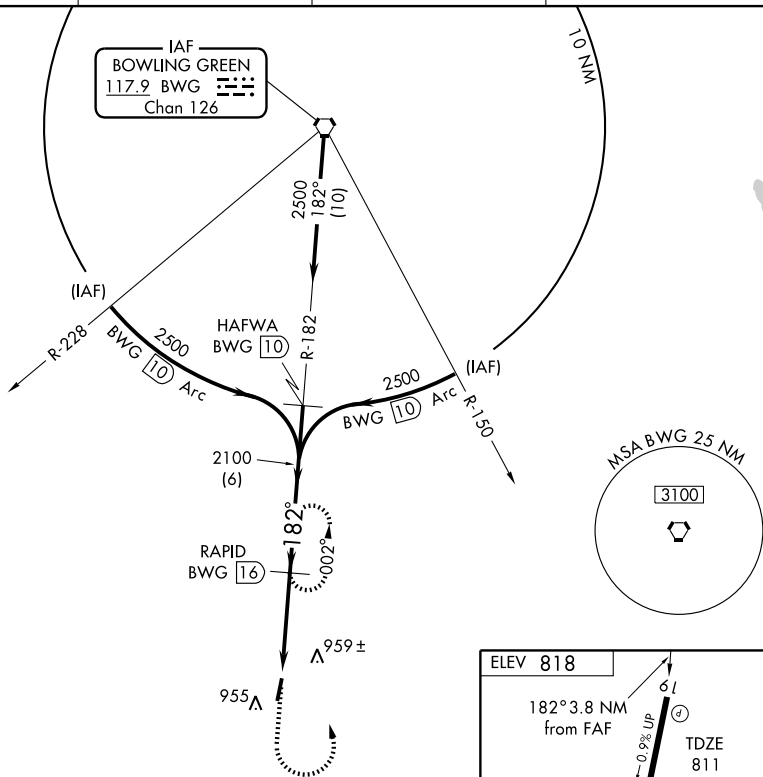
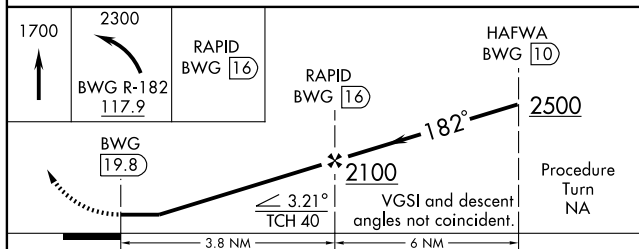
VOR/DME RWY 19
PORTLAND MUNI (1M5)

T
A NA

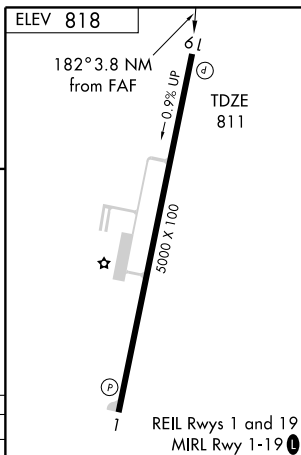
If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3 118.175	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 122.8 (CTAF) 0
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2049 ^Δ

CATEGORY	A	B	C	D
S-19	1400-1	589 (600-1)	1400-1½ 589 (600-1½)	1400-1¾ 589 (600-1¾)
CIRCLING	1400-1	582 (600-1)	1400-1½ 582 (600-1½)	1400-2 582 (600-2)



PORTLAND, TENNESSEE

Amdt 3A 07354

36°36'N-86°29'W

PORTLAND MUNI (1M5)
VOR/DME RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND MUNI (1M5) 3 NE UTC-6(-5DT) N36°35.57' W86°28.61'

818 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE BNA

RWY 01-19: H5000X100 (ASPH) S-25 MIRL 0.9% up S

RWY 01: REIL. PAPI(P4L) Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 21'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. MIRL Rwy 01-19 preset low ints; to increase ints ACTIVATE—CTAF. PAPI Rwy 01 and Rwy 19 operate continuously.

WEATHER DATA SOURCES: AWOS-3 118.175 (615) 325-4971.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NASHVILLE APP/DEP CON 119.35

GCO 121.725 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

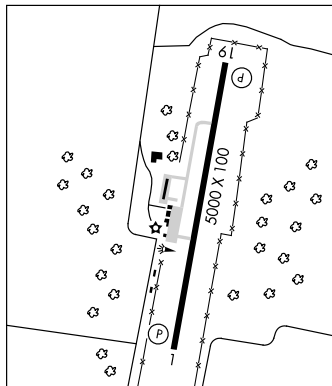
BOWLING GREEN (H) VORTACW 117.9 BWG Chan 126

N36°55.73' W86°26.61' 183° 20.2 NM to fld. 565/02E.

ST LOUIS

H-6K, 9A, L-16J

IAP

**PUCKETT GLIDERPORT** (See EAGLEVILLE)**PULASKI****ABERNATHY FLD** (GZS) 3 SW UTC-6(-5DT) N35°09.22' W87°03.41'

685 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 16-34: H5001X75 (ASPH) S-54, D-75 MIRL 0.8% up NW

RWY 16: REIL. VASI(V2R).

RWY 34: REIL. VASI(V2L). Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0200Z±, Sun 1900-2300Z±. CLOSED Christmas. After hrs call 931-619-6827. Rock quarry approximately 1000' from Rwy 34, advance notice given to arpt when explosives are scheduled. Intermittent radio controlled acft ops afternoons and weekends.

WEATHER DATA SOURCES: AWOS-3 118.275 (931) 363-6760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

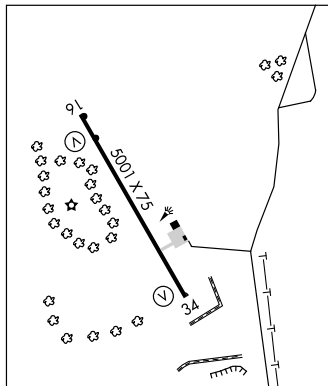
ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 314° 29.9 NM to fld. 1199/02E.

ATLANTA

H-6J, 9A, L-16I

IAP

**REELFOOT LAKE** (See TIPTONVILLE)**ROBERT SIBLEY** (See SELMER)

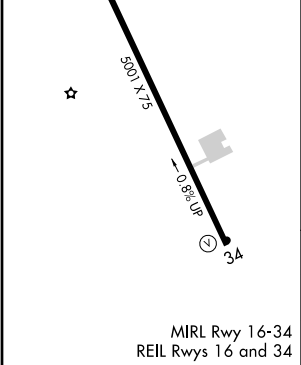
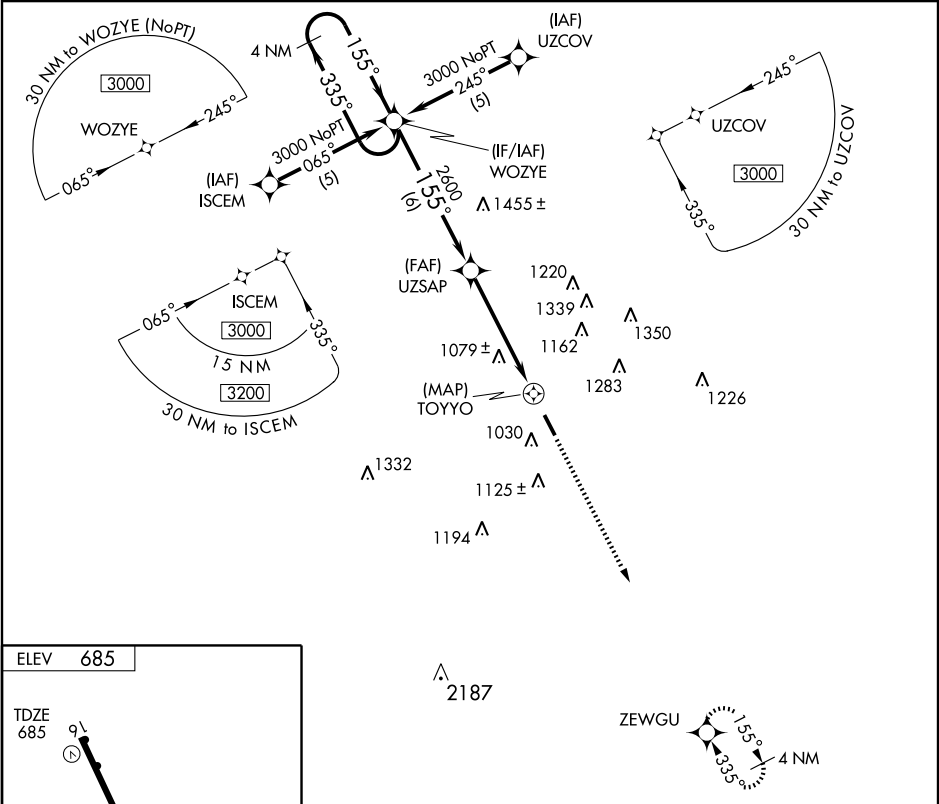
▼

▲ NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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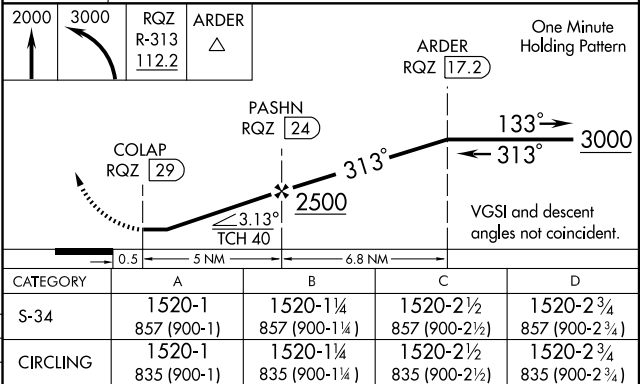
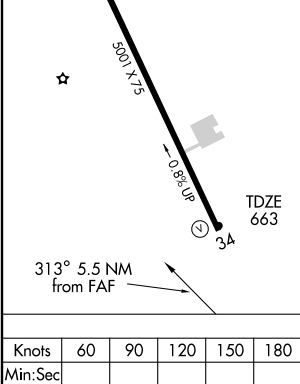
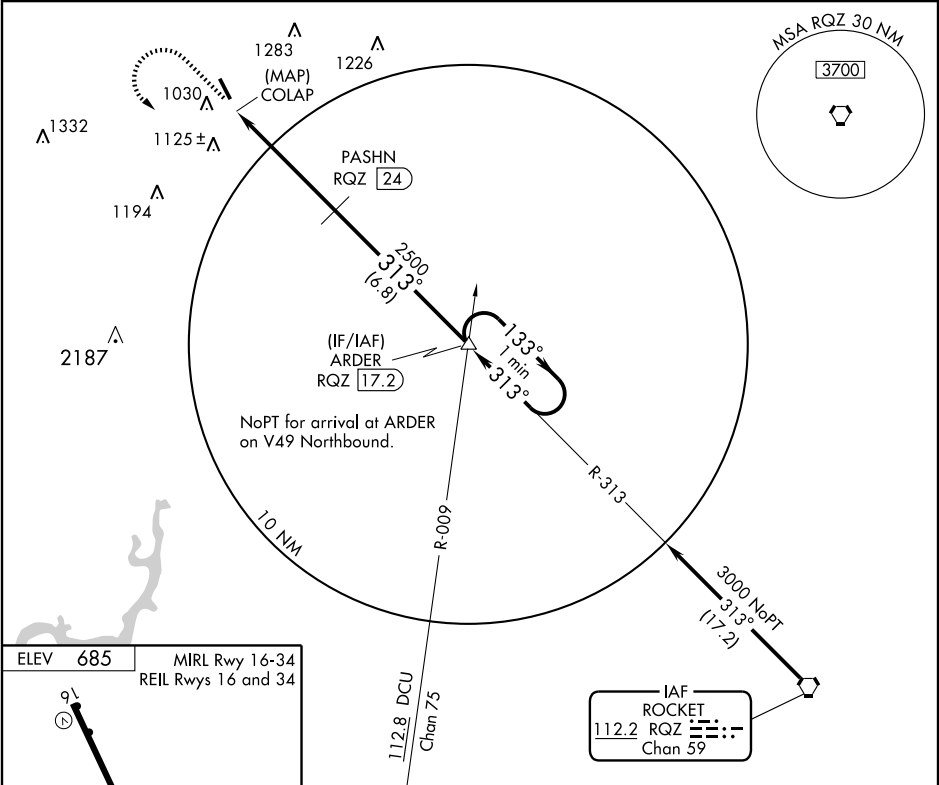
4 NM Holding Pattern		WOZY	UZSAP	TOYGO	3000	ZEWGU
3000		335°	155°	155°	3.05° TCH 40	
VGSI and descent angles not coincident.		2600				
		6 NM	4.9 NM	0.9		
CATEGORY	A	B	C	D		
LNAV MDA	1340-1	655 (700-1)	1340-1 3/4 655 (700-1 3/4)	1340-2 655 (700-2)		
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2 1/2 755 (800-2 1/2)		

VORTAC RQZ	APP CRS	Rwy Idg	5001
112.2	313°	TDZE	663
Chan 59		Apt Elev	685

VOR/DME RWY 34
PULASKI/ABERNATHY FIELD (GZS)

<p>⚠ NA</p> <p>If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.</p>
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AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

ROCKWOOD MUNI (RKW) 3 N UTC-5(-4DT) N35°55.34' W84°41.38'

1664 B S4 FUEL 100LL JET A NOTAM FILE BNA

RWY 04-22: H5000X100 (ASPH) S-30, D-38 MIRL 0.6% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0°TCH 20'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†. CAUTION—Acraft taxiing not visible from ends of rwy.

WEATHER DATA SOURCES: AWOS-3 118.775 (865) 354-9262.

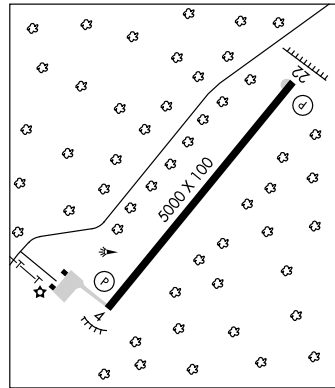
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 061° 16.4 NM to fld. 3040/02W. HIWAS.

ATLANTA
H-9A, 12G, L-25A
IAP



ROGERSVILLE N36°27.36' W82°53.06' NOTAM FILE BNA.

NDB (MHW) 329 RVN at Hawkins Co. Unmonitored 2400-1200Z† daily.

CINCINNATI
L-25C

ROGERSVILLE

HAWKINS CO (RVN) 6 NE UTC-5(-4DT) N36°27.45' W82°53.10'

1255 B S4 FUEL 100LL NOTAM FILE BNA

RWY 07-25: H3502X75 (ASPH) S-25 MIRL 0.7% up W

RWY 07: REIL. PAPI (P4L). Trees.

RWY 25: REIL. PAPI (P4L). Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and infov arpt.

Rwy 07 mountain ridges SE of arpt; 3118 ft within 9 miles.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

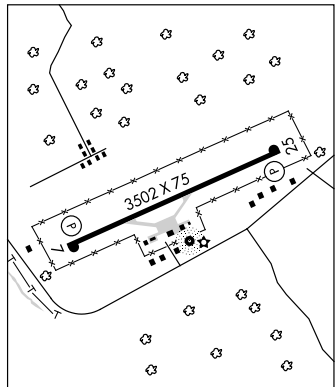
ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMY Chan 93 N36°26.22' W82°07.77' 276° 36.6 NM to fld. 4321/04W.

ROGERSVILLE NDB (MHW) 329 RVN N36°27.36' W82°53.06' at fld. Unmonitored 2400-1200Z† daily.

CINCINNATI
L-25C
IAP



ROSSVILLE

WOLF RIVER (54M) 2 W UTC-6(-5DT) N35°03.24' W89°34.80'

310 FUEL 100LL NOTAM FILE MKL

RWY 18-36: 3106X100 (TURF)

RWY 18: Thld dsplcd 1000'. Trees. Rgt tfc. RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18 thld and dsplcd thld marked with 3' white cone edge markers.

COMMUNICATIONS: CTAF 122.9

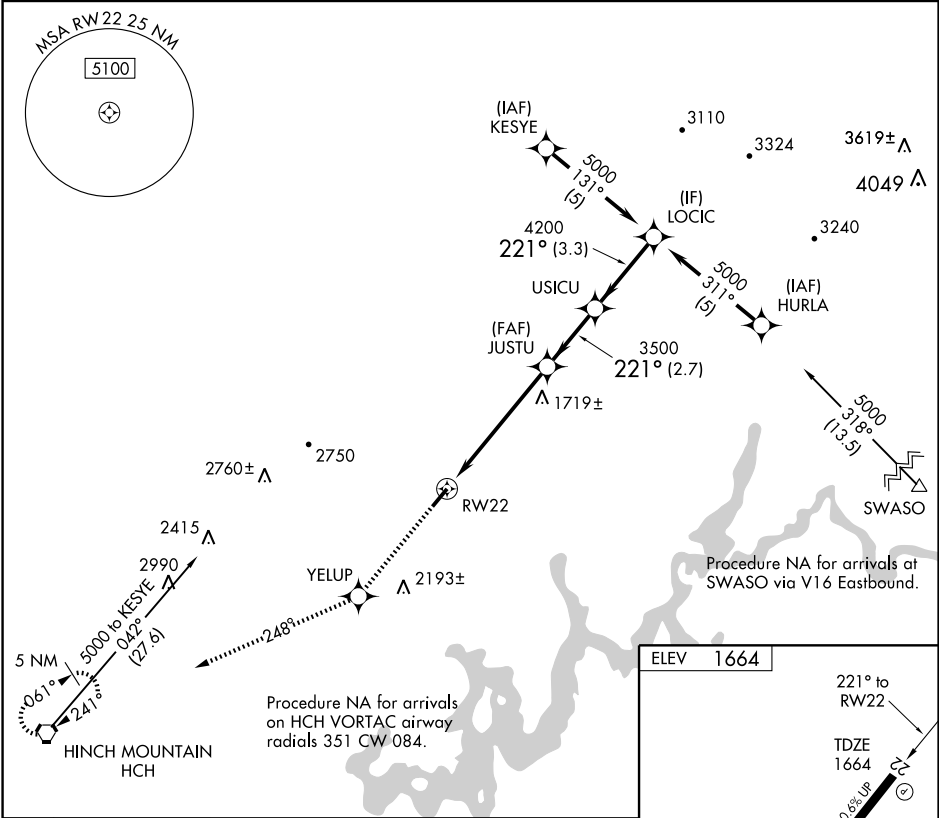
MEMPHIS

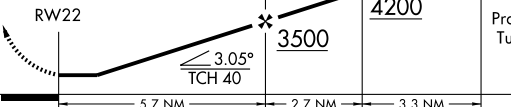
RNAV (GPS) RWY 22
 ROCKWOOD MUNI (RKW)

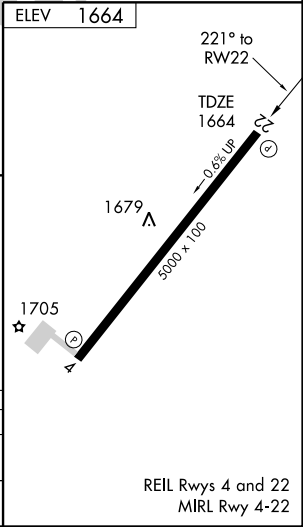
APP CRS	Rwy Idg	5000
221°	TDZE	1664
	Apt Elev	1664

<div> <div></div> <div></div> </div> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.</p>
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AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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5000	YELUP ✧ TRK 248°	HCH ⬡	VGSI and descent angles not coincident.		LOCIC
↑			JUSTU ✕ 3500	USICU 4200	221° 5000
					
CATEGORY	A	B	C	D	
LNAV MDA	1980-1		316 (400-1)		
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)	




SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1664
Chan 123		Apt Elev	1664

VOR/DME RWY 22

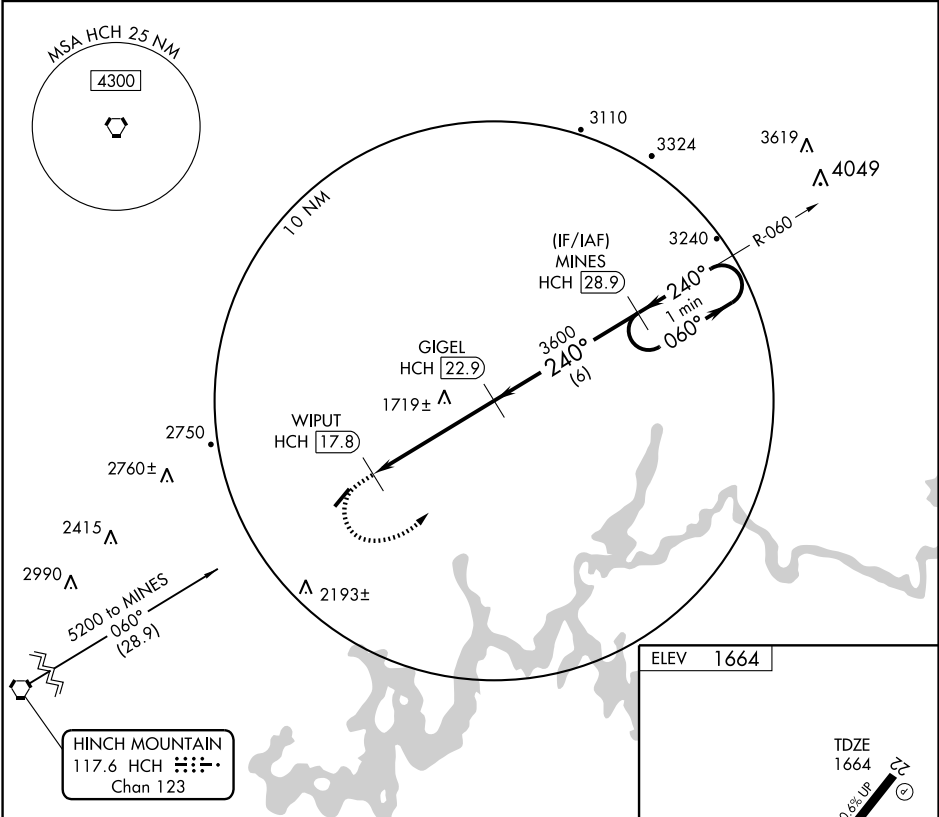
ROCKWOOD MUNI (RKW)



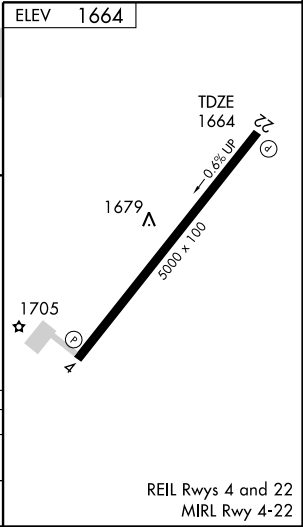
Visibility reduction by helicopter NA. When local alimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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2400	5200	MINES HCH (28.9)	GIGEL HCH (22.9)	MINES HCH (28.9)	One Minute Holding Pattern
↑	HDG 020° HCH R-060				
		WIPUT HCH (17.8)			
			3600	060° →	5200
			3.00°	← 240°	
			TCH 40		
				VGSI and descent angles not coincident.	
1 NM	5.1 NM	6 NM			
CATEGORY	A	B	C	D	
S-22	2060-1¼	396 (400-1¼)		2060-1½	396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)	



ROCKWOOD MUNI (RKW) 3 N UTC-5(-4DT) N35°55.34' W84°41.38'

1664 B S4 FUEL 100LL JET A NOTAM FILE BNA

RWY 04-22: H5000X100 (ASPH) S-30, D-38 MIRL 0.6% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0°TCH 20'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†. CAUTION—Acraft taxiing not visible from ends of rwy.

WEATHER DATA SOURCES: AWOS-3 118.775 (865) 354-9262.

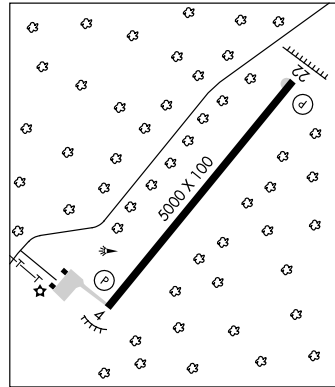
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 061° 16.4 NM to fld. 3040/02W. HIWAS.

ATLANTA
H-9A, 12G, L-25A
IAP



ROGERSVILLE N36°27.36' W82°53.06' NOTAM FILE BNA.

NDB (MHW) 329 RVN at Hawkins Co. Unmonitored 2400-1200Z† daily.

CINCINNATI
L-25C

ROGERSVILLE

HAWKINS CO (RVN) 6 NE UTC-5(-4DT) N36°27.45' W82°53.10'

1255 B S4 FUEL 100LL NOTAM FILE BNA

RWY 07-25: H3502X75 (ASPH) S-25 MIRL 0.7% up W

RWY 07: REIL. PAPI (P4L). Trees.

RWY 25: REIL. PAPI (P4L). Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and infov arpt.

Rwy 07 mountain ridges SE of arpt; 3118 ft within 9 miles.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

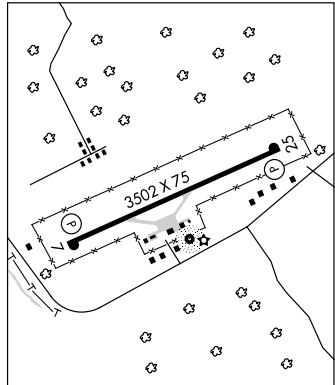
ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMY Chan 93 N36°26.22' W82°07.77' 276° 36.6 NM to fld. 4321/04W.

ROGERSVILLE NDB (MHW) 329 RVN N36°27.36' W82°53.06' at fld. Unmonitored 2400-1200Z† daily.

CINCINNATI
L-25C
IAP



ROSSVILLE

WOLF RIVER (54M) 2 W UTC-6(-5DT) N35°03.24' W89°34.80'

310 FUEL 100LL NOTAM FILE MKL

RWY 18-36: 3106X100 (TURF)

RWY 18: Thld dsplcd 1000'. Trees. Rgt tfc. RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18 thld and dsplcd thld marked with 3' white cone edge markers.

COMMUNICATIONS: CTAF 122.9

MEMPHIS

APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255

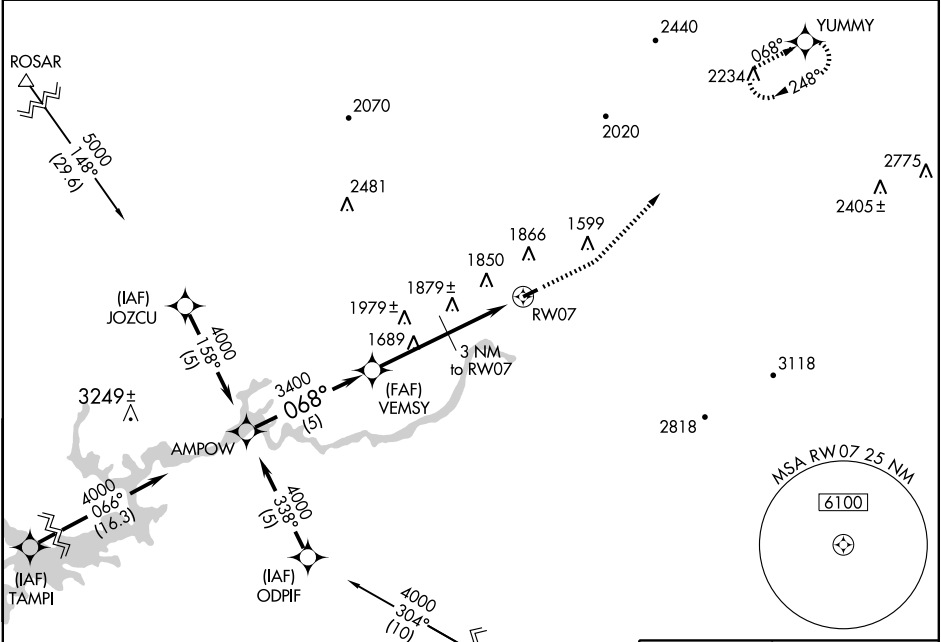
▼

NA

Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
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AMPOW

4000

068°

VMSY

3400

3 NM to RW07

3.34° TCH 40

RW07

2360

Procedure Turn NA

ELEV 1255

TDZE 1255

068° to RW07

3502 x 75

0.7% UP

MIRL Rwy 7-25

REIL Rws 7 and 25

CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

NDB RVN 329	APP CRS 073°	Rwy Idg TDZE Apt Elev	3502 1255 1255
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NDB RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

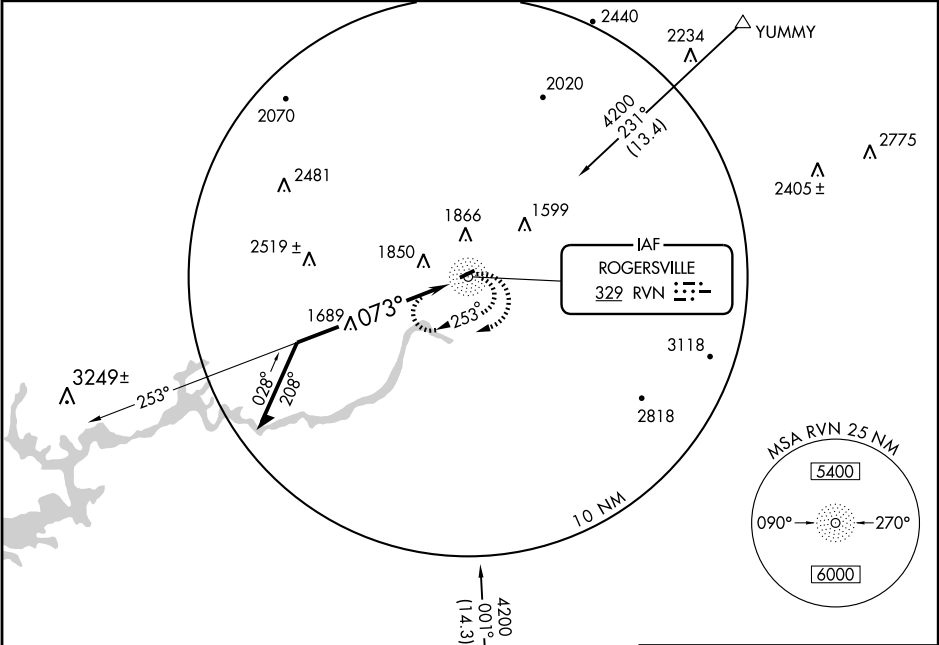
▼

NA

Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
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Remain within 10 NM

NDB

4200

253°

073°

4200

RVN

329

TDZE 1255

3502 X 75

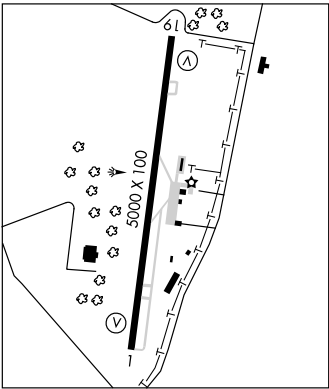
0.7% UP

073° to RVN NDB

CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA

SABRE AHP (FORT CAMPBELL) (EOD) A 7 NW UTC-6(-5DT) N36°34.09' W87°28.85' **ST LOUIS**
593 B TPA—See Remarks NOTAM FILE MKL Not insp. **L-161**
RWY 05-23: H4453X109 (CONC) PCN 49 R/B/W/T HIRL 0.4% up NE **DIAP, AD**
MILITARY SERVICE: LGT HIRL Pilot Controlled. **FUEL J8 TRAN ALERT** No tran maintenance.
MILITARY REMARKS: Operating station having no specific working hours, ctc Base OPS for information
C270-798-6122. DSN 635-6122 for PPR-6115. **RSTD** PPR for fixed wing and civilian acft. For skid acft, all
emergency proficiency training restricted to concrete portion of Twy A and rwy. Emergency proficiency training not
authorized when airfield rescue and fire fighting equipment not on site. Mandatory brief rqr for tran crew prior
use of R3701 or R3702. Ctc Eagle Advisory for briefing C270-798-2967. **CAUTION** Unlgt'd perimeter fence 360'
to 420' SE of rwy, 7' fence 241' to 370' NE Mirage helipad. **TFC PAT** TPA-900(307) within 1 NM. Left t/c Rwy 23,
fixed/wing 1700(1107). **MISC** Lgt'd tran parking. No tran parking for acft larger than UH60. Minimum lgt'd helipad
NE Twy A. 24 hour PPR.
WEATHER DATA SOURCES: AWOS-3 259.425 (270) 956-3100
COMMUNICATIONS: CTAF 124.675 **ATIS** 306.5
(R) CAMPBELL APP/DEP CON 134.35 307.025
TOWER 124.675 290.45 (Opr station having no specific working hours) **GND CON** 142.975 267.3
OPS 138.7 **EAGLE RDO** 265.5
EAGLE CON 128.75 (Opr 24 hrs ctc prior entry R3701, R3702, 128.75 285.625. When Sabre Twr-Flt Dispatch
clsd, open-close flt plan with Campbell AAF Flt Dispatch 122.95 142.9 372.2)
RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.
CLARKESVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 227° 4.6 NM to fld. 540/01W.
SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 297° 5.2 NM to fld. NOTAM FILE MKL.
ASR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

SAVANNAH-HARDIN CO (SNH) 3 SE UTC-6(-5DT) N35°10.22' W88°13.00' **MEMPHIS**
473 B **FUEL** 100LL, JET A NOTAM FILE MKL **H-6J, L-161**
RWY 01-19: H5000X100 (CONC) S-45, D-60 MIRL 0.4% up S **IAP**
RWY 01: VASI(V2L). Tree. **RWY 19:** VASI(V2L). Trees.
AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z±, Sun
1600-0000Z±. Arpt unattended Christmas. For svc after hrs call
731-925-8670 or 731-632-9959.
WEATHER DATA SOURCES: AWOS-3 133.925 (731) 925-6080.
COMMUNICATIONS: CTAF/UNICOM 122.8
(R) MEMPHIS CENTER APP/DEP CON 124.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'
W88°21.53' 163° 26.6 NM to fld. 630/02E.



SCOTT MUNI (See ONEIDA)

SAVANNAH, TENNESSEE

AL-5771 (FAA)

WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5000 TDZE 473 Apt Elev 473
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RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)



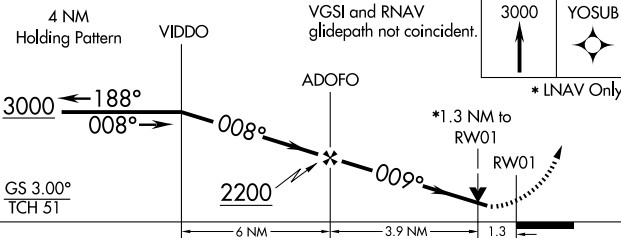
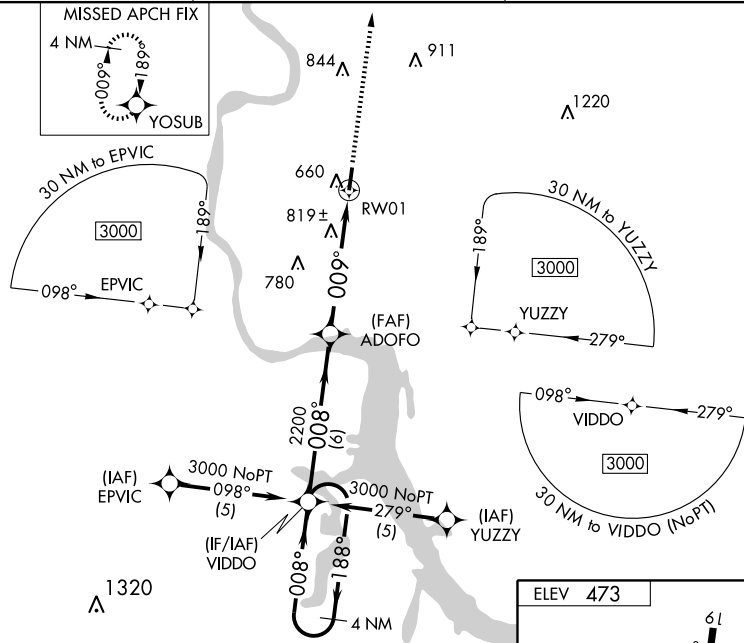
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH:
Climb to 3000 direct YOSUB and hold.

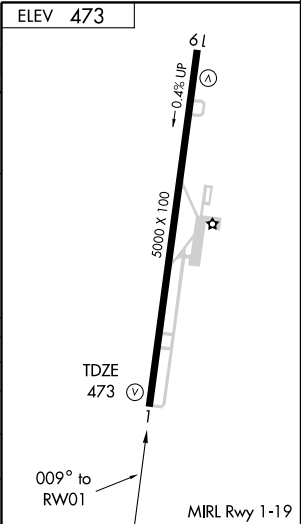
AWOS-3
133.925

MEMPHIS CENTER
124.35 239.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA



SAVANNAH, TENNESSEE
Orig 09183

35°10'N-88°13'W

SAVANNAH-HARDIN COUNTY (SNH)
RNAV (GPS) RWY 1

SE-1, 26 AUG 2010 to 23 SEP 2010

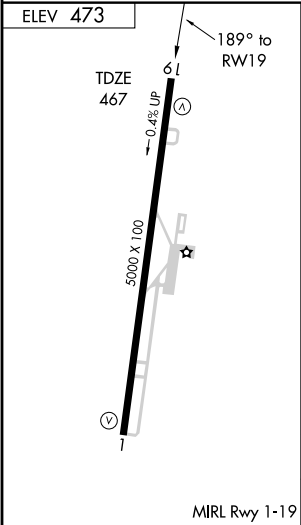
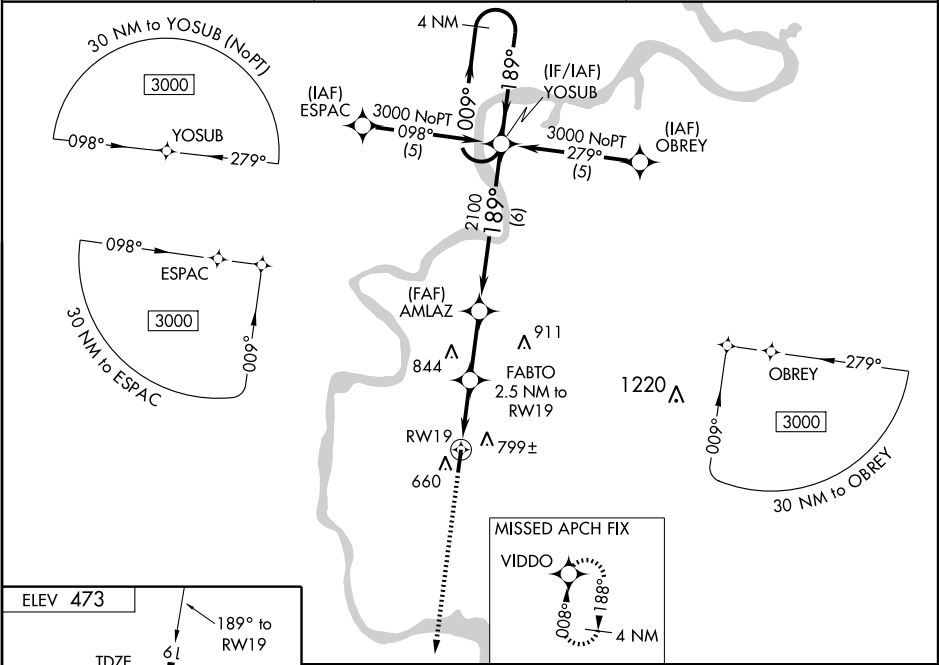
SE-1, 26 AUG 2010 to 23 SEP 2010

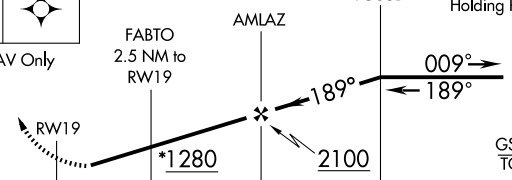
WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg 5000 TDZE 467 Apt Elev 473
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RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

<p>▼ Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.</p>	<p>MISSED APPROACH: Climb to 3000 direct VIDDO and hold.</p>
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AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
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3000 ↑ VIDDO		*LNAV Only		FABTO 2.5 NM to RW19		AMLAZ		YOSUB 4 NM Holding Pattern	
									
CATEGORY	A		B		C		D		
LPV DA	873-1½		406 (400-1½)				NA		
LNAV/ VNAV DA	999-2		532 (600-1)				NA		
LNAV MDA	1060-1		593 (600-1)		1060-1½ 593 (600-1½)		NA		
CIRCLING	1100-1		627 (700-1)		1100-1¾ 627 (700-1¾)		NA		

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-5771 (FAA)

VOR/DME JKS 109.4 Chan 31	APP CRS 162°	Rwy Idg 5000 TDZE 467 Apt Elev 473
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VOR/DME RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

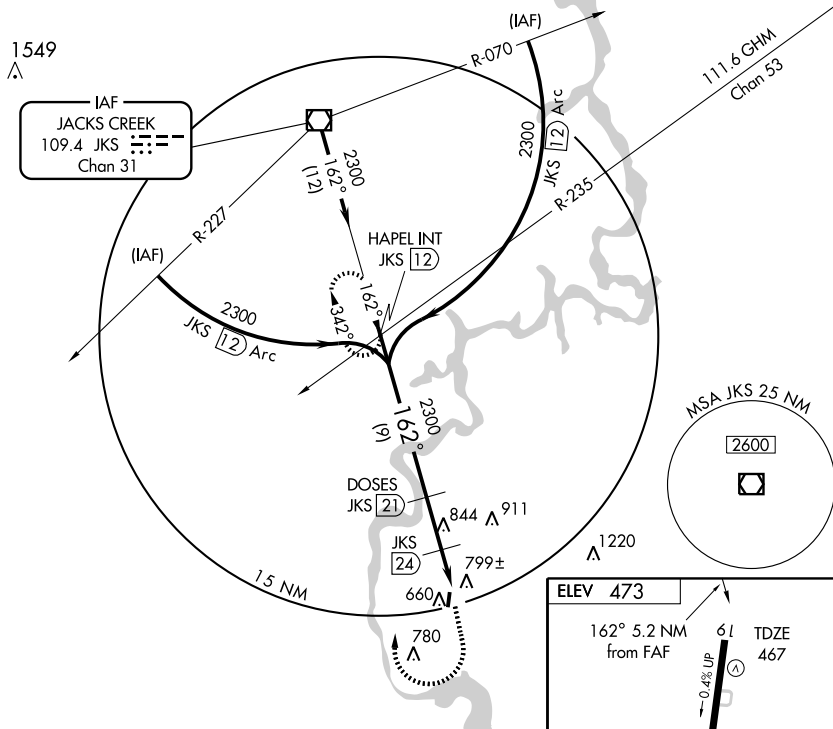
T If local altimeter setting not received use Muscle Shoals
ANA altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPL Int/JKS 12 DME and hold.

AWOS-3
133,925

MEMPHIS CENTER
124.35 239.3

UNICOM
122.8 (CTAF)



Procedure

Turn NA

HAPEL INT
JKS 12

DOSES
JKS 21

1.500

230

HAPEL INT
IKS 12

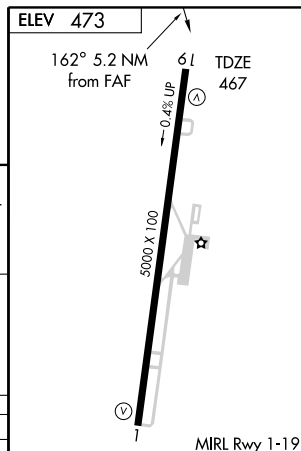
*1300 when using Muscle Shoals altimeter setting.

$$\frac{2300}{\text{---}} \text{---} 162^\circ \text{---} \frac{2300}{\text{---}}$$

1180*

2 →

CATEGORY	A	B	C	D
S-19	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)
CIRCLING	1120-1	647 (700-1)	1160-2 687 (700-2)	1180-2½ 707 (800-2½)



SAVANNAH, TENNESSEE
Amdt 5C 07354

35° 10' N-88° 13' W

SAVANNAH-HARDIN COUNTY (SNH)
VOR/DME RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

SELMER

ROBERT SIBLEY (SZY) 5 NE UTC-6(-5DT) N35°12.18' W88°29.90'

610 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 17-35: H5002X75 (ASPH) S-17, D-23 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 35: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1600-2100Z†. For arpt attendant and svc other times call 731-645-2287/3014. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (731) 645-8184.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 124.35

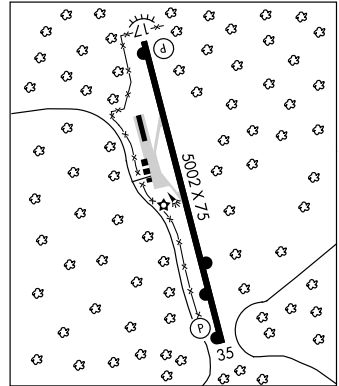
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 194° 24.7 NM to fid. 630/02E.

SIBLEY NDB (MHW) 386 SZY N35°14.22' W88°30.96' 156°
2.2 NM to fid.

MEMPHIS
H-6J, L-16I
IAP



SEVIERVILLE

GATLINBURG-PIGEON FORGE (GKT) 2 SE UTC-5(-4DT) N35°51.47' W83°31.72'

1014 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 10-28: H5506X75 (ASPH) S-40, D-54 MIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 40'. Thld splcd 339'. Hill.

AIRPORT REMARKS: Attended dalgth hrs. Rwy 10 PAEW NW side. Deer on and invof arpt. MIRL Rwy 10-28 preset low ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

WEATHER DATA SOURCES: AWOS-3 126.875 (865) 429-5401. Wind unreliable 290°-340°.

COMMUNICATIONS: CTAF/UNICOM 123.0

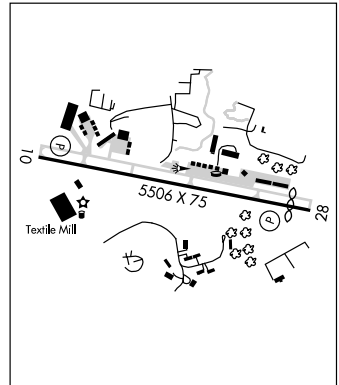
Ⓡ **KNOXVILLE APP/DEP CON** 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VXV Chan 111 N35°54.29'

W83°53.68' 102° 18.1 NM to fid. 1290/03W. HIWAS.

ATLANTA
H-9B, 12G, L-25B
IAP



SEWANEE

FRANKLIN CO (UOS) 1 E UTC-6(-5DT) N35°12.31' W85°53.89'

1953 B FUEL 100LL NOTAM FILE BNA

RWY 06-24: H3700X50 (ASPH) S-15, D-25 MIRL 0.9% up NE

RWY 06: PAPI(P2L). Trees.

RWY 24: PAPI(P2L). Thld splcd 200'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and invof rwy. Rwy 06 effective gradient up 0.9%. Portion exceeds 1.8%. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 130° 34.1 NM to fid. 814/01W.

ATLANTA
L-25A

SEWART N35°57.41' W86°27.83' NOTAM FILE BNA.

NDB (MHW) 391 SWZ 321° 4.2 NM to Smyrna. Unmonitored 0100-1300Z†.

ATLANTA
L-16I

SHELBYVILLE N35°33.72' W86°26.35' NOTAM FILE BNA.

(L) **VOR/DME** 109.0 SYI Chan 27 at Bomar Fld-Shelbyville Muni. 814/1W.

RCO 122.1R 109.0T (NASHVILLE RADIO)

ATLANTA
H-6K, 9A, L-16J

SELMER, TENNESSEE

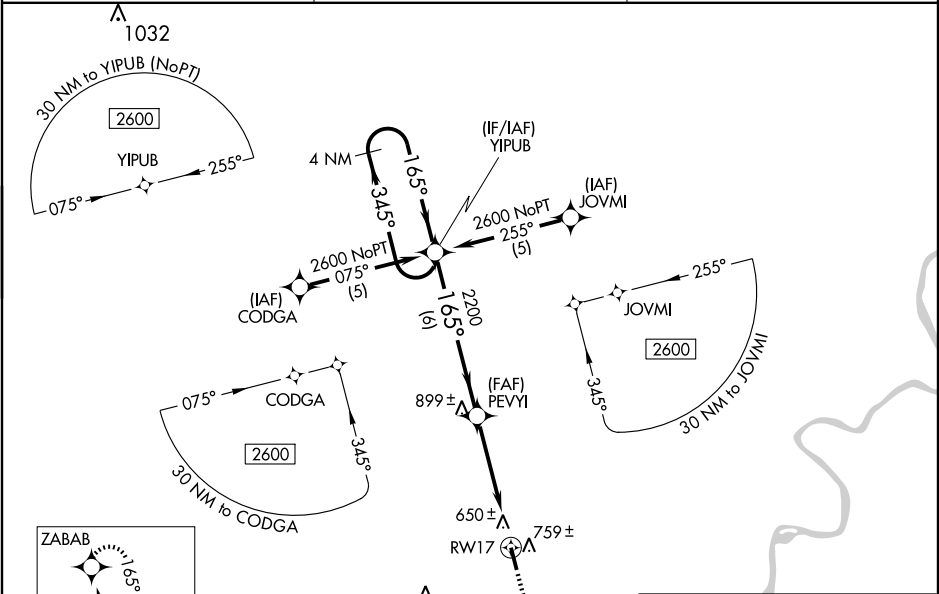
AL-6211 (FAA)

WAAS CH 40408 W17A	APP CRS 165°	Rwy Idg TDZE 607 Apt Elev 610
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RNAV (GPS) RWY 17
SELMER/ROBERT SIBLEY (SZY)

<p>⚠ NA</p> <p>When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2600 direct ZABAB and hold.</p>
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AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) ①
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4 NM Holding Pattern		YIPUB		VGSI and RNAV glidepath not coincident.		2600 ZABAB	
2600		345°		165°		PEVYI	
GS 3.00°		TCH 30		2200		RWY 17	
6 NM		4.9 NM					
CATEGORY	A	B	C	D			
LPV DA	861-1			254 (300-1)			
LNAV/VNAV DA	1055-1¾			448 (500-1¾)			
LNAV MDA	1020-1	413 (500-1)	1020-1¼	413 (500-1¼)			
CIRCLING	1060-1	1080-1	1080-1½	1160-2			
	450 (500-1)	470 (500-1)	470 (500-1½)	550 (600-2)			
SELMER, TENNESSEE					REIL Rwy 35		
Orig 08269					MIRL Rwy 17-35 ①		

⚠

NA

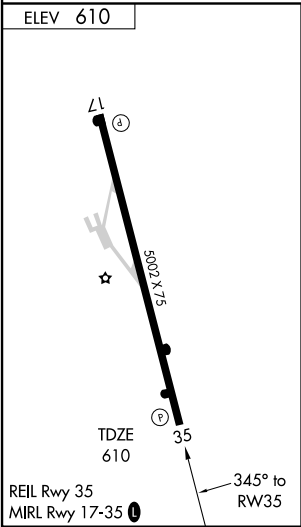
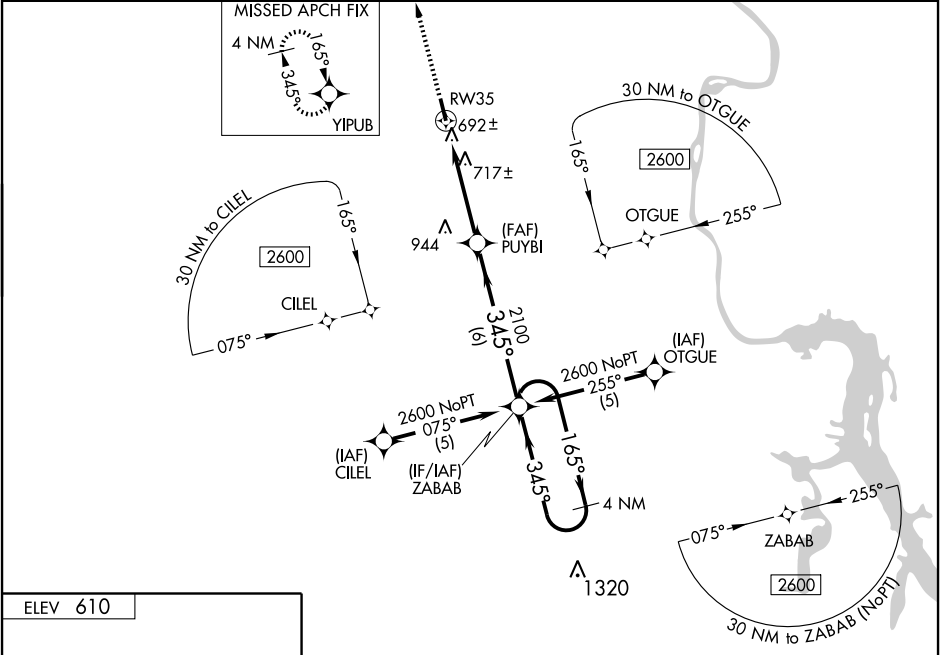
When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats. and LNAV Cats. C and D visibilities ¼ mile, and LNAV/VNAV all Cats. visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.


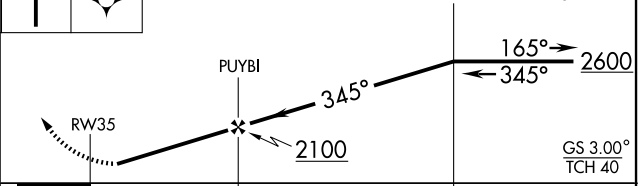
MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3
118.425

MEMPHIS CENTER
124.35 239.3

UNICOM
122.7 (CTAF) 0



2600 ↑		YIPUB 		VGSi and RNAV glidepath not coincident.		4 NM Holding Pattern	
							
CATEGORY	A		B	C	D		
LPV DA	944-1¼ 334 (400-1¼)						
LNAV/ VNAV DA	986-1¼ 376 (400-1¼)						
LNAV MDA	980-1 370 (400-1)					980-1¼ 370 (400-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)			

AL-6211 (FAA)

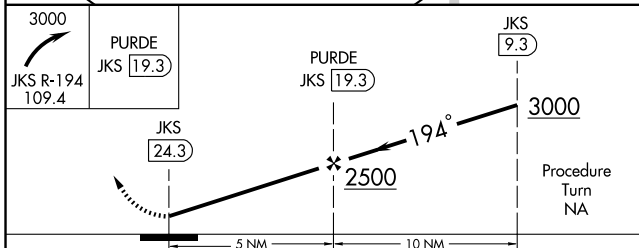
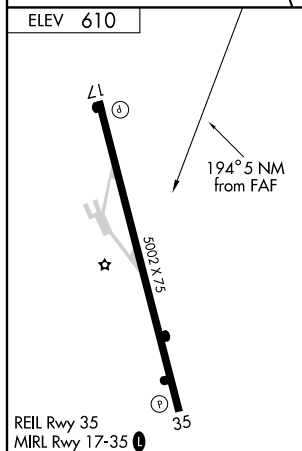
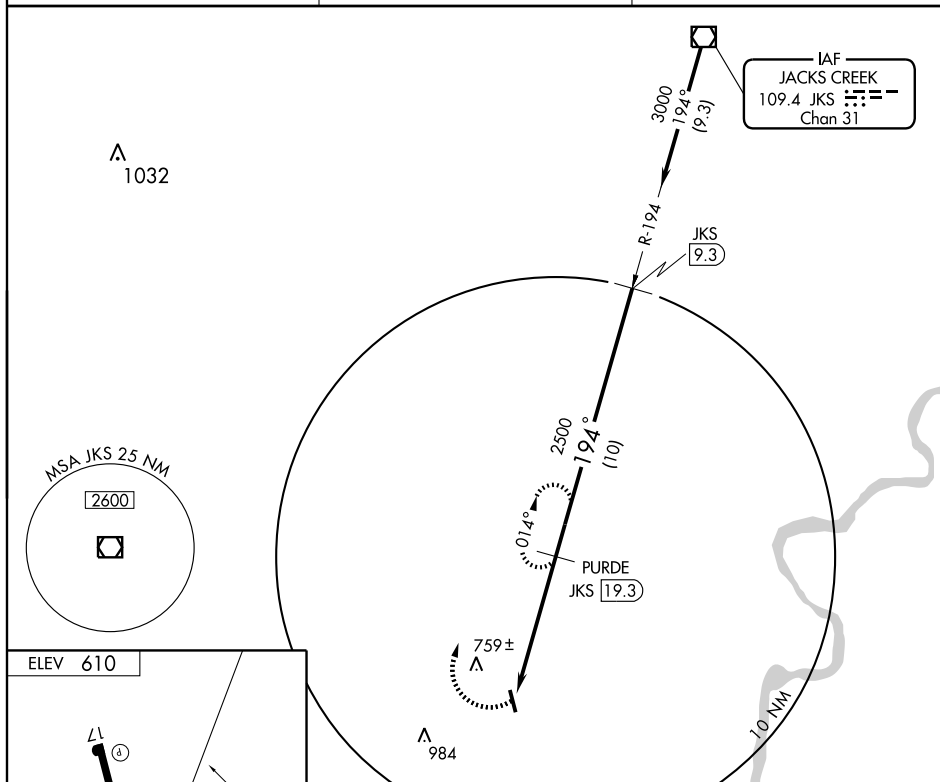
VOR/DME JKS 109.4 Chan 31	APP CRS 194°	Rwy Idg TDZE Apt Elev	N/A N/A 610
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VOR/DME-A
SELMER/ROBERT SIBLEY (SZY)

T	Obtain local altimeter setting on CTAF; when
A NA	not received, use Jackson altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)

SELMER, TENNESSEE
Orig 08269

35° 12' N-88° 30' W

SELMER/ROBERT SIBLEY (SZY)
VOR/DME-A

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SELMER

ROBERT SIBLEY (SZY) 5 NE UTC-6(-5DT) N35°12.18' W88°29.90'

610 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 17-35: H5002X75 (ASPH) S-17, D-23 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 35: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1600-2100Z†. For arpt attendant and svc other times call 731-645-2287/3014. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (731) 645-8184.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 124.35

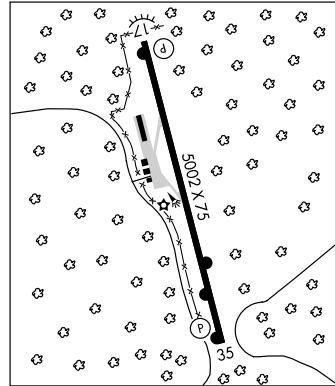
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 194° 24.7 NM to fid. 630/02E.

SIBLEY NDB (MHW) 386 SZY N35°14.22' W88°30.96' 156° 2.2 NM to fid.

MEMPHIS
H-6J, L-16I
IAP



SEVIERVILLE

GATLINBURG—PIGEON FORGE (GKT) 2 SE UTC-5(-4DT) N35°51.47' W83°31.72'

1014 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 10-28: H5506X75 (ASPH) S-40, D-54 MIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 40'. Thld splcd 339'. Hill.

AIRPORT REMARKS: Attended dalgth hrs. Rwy 10 PAEW NW side. Deer on and invof arpt. MIRL Rwy 10-28 preset low ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

WEATHER DATA SOURCES: AWOS-3 126.875 (865) 429-5401. Wind unreliable 290°-340°.

COMMUNICATIONS: CTAF/UNICOM 123.0

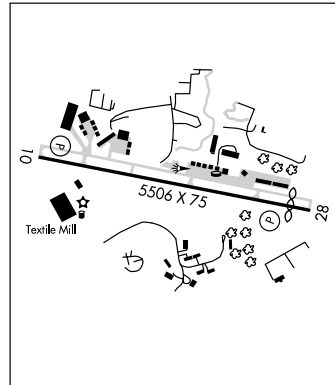
Ⓡ **KNOXVILLE APP/DEP CON** 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VXV Chan 111 N35°54.29'

W83°53.68' 102° 18.1 NM to fid. 1290/03W. HIWAS.

ATLANTA
H-9B, 12G, L-25B
IAP



SEWANEE

FRANKLIN CO (UOS) 1 E UTC-6(-5DT) N35°12.31' W85°53.89'

1953 B FUEL 100LL NOTAM FILE BNA

RWY 06-24: H3700X50 (ASPH) S-15, D-25 MIRL 0.9% up NE

RWY 06: PAPI(P2L). Trees.

RWY 24: PAPI(P2L). Thld splcd 200'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and invof rwy. Rwy 06 effective gradient up 0.9%. Portion exceeds 1.8%. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 130° 34.1 NM to fid. 814/01W.

ATLANTA
L-25A

SEWART N35°57.41' W86°27.83' NOTAM FILE BNA.

NDB (MHW) 391 SWZ 321° 4.2 NM to Smyrna. Unmonitored 0100-1300Z†.

ATLANTA
L-16I

SHELBYVILLE N35°33.72' W86°26.35' NOTAM FILE BNA.

(L) **VOR/DME** 109.0 SYI Chan 27 at Bomar Fld-Shelbyville Muni. 814/1W.

RCO 122.1R 109.0T (NASHVILLE RADIO)

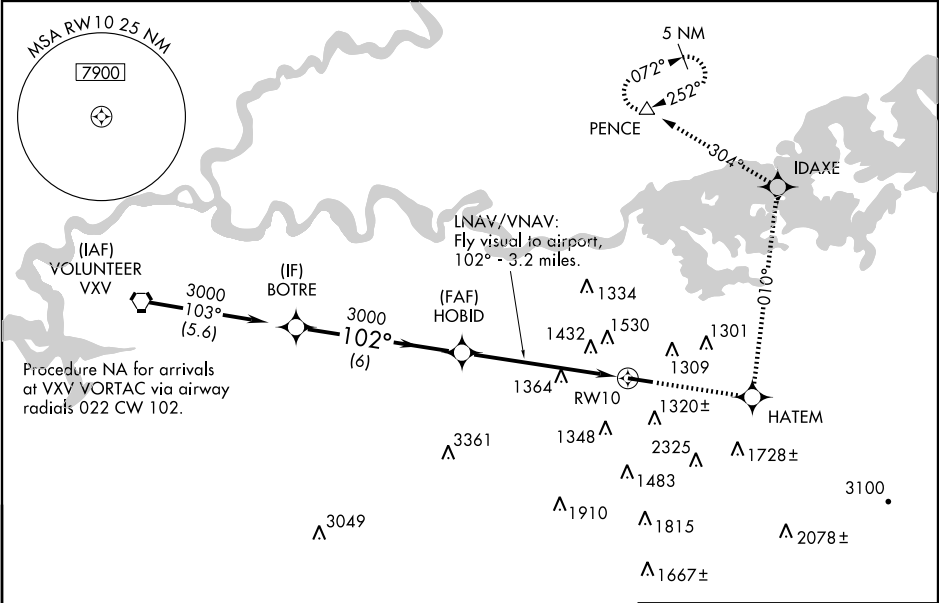
ATLANTA
H-6K, 9A, L-16J

WAAS CH 99510 W10A	APP CRS 102°	Rwy Idg TDZE Apt Elev	5506 1014 1014
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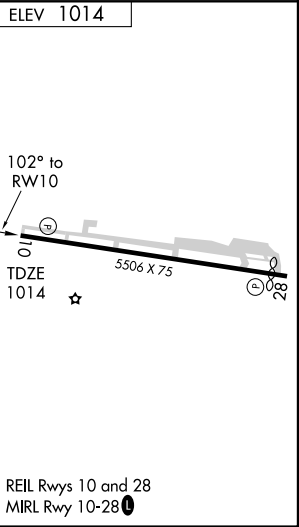
RNAV (GPS) RWY 10
SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

<p>When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility ¼ mile, LNAV and Circling Cats. C and D visibility ½ mile. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.</p>
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AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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VGSI and RNAV glidepath not coincident.				
<p>Procedure Turn NA</p> <p>3000 → 102° → 3000</p> <p>GS 3.00° TCH 45</p> <p>6 NM</p>				
<p>LNAV/VNAV: Fly visual to airport, 102° - 3.2 miles.</p> <p>RWY 10</p>				
CATEGORY	A	B	C	D
LPV DA	1371-1¼		357 (400-1¼)	
LNAV/DA VNAV	2013-2	999 (1000-2)	2013-3	999 (1000-3)
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)



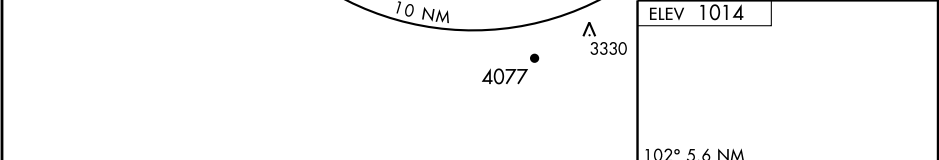
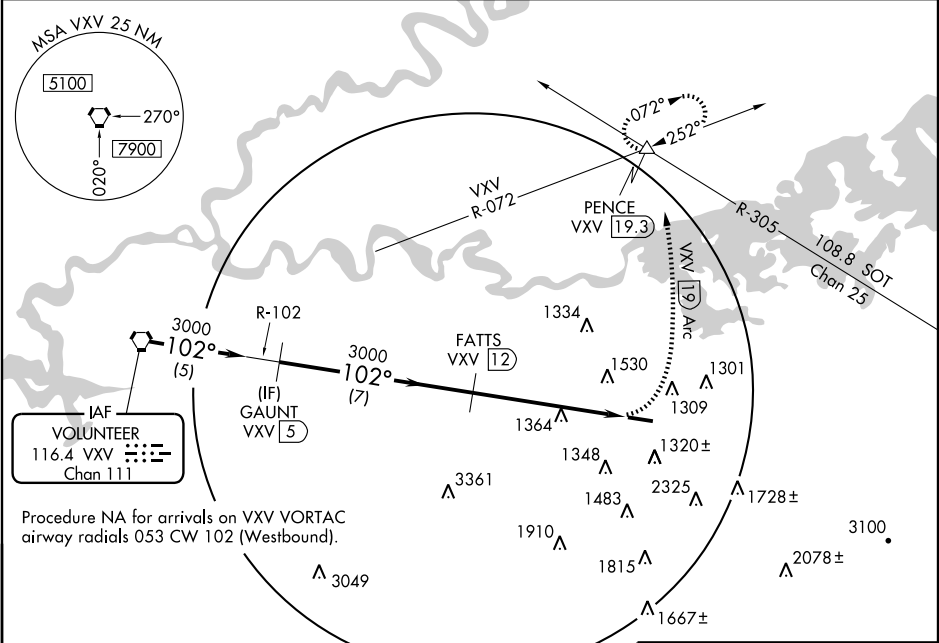
VORTAC VXV	APP CRS	Rwy Idg	5506
116.4	102°	TDZE	1014
Chan 111		Apt Elev	1014

VOR/DME RWY 10

SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

<p>▼ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile.</p> <p>▲ NA Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.</p>
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<p>AWOS-3</p> <p>126.875</p>	<p>KNOXVILLE APP CON</p> <p>132.8 360.8</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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VGSI and descent angles not coincident.				
Procedure Turn NA	VORTAC	GAUNT VXX (5)	FATTS VXX (12)	PENCE VXX (19) Arc
3000	102°	3000	3000	4000
5 NM	7 NM	5.6 NM		
CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

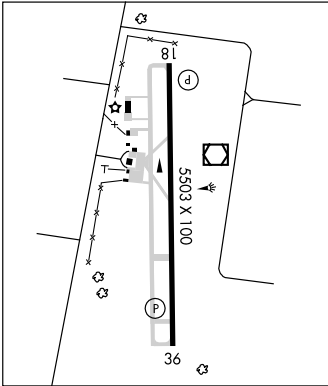
REIL Rwy 10 and 28
MIRL Rwy 10-28 **0**

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SHELBYVILLE

BOMAR FLD—SHELBYVILLE MUNI (SYI) 4 N UTC−6(−5DT) N35°33.56' W86°26.55'
801 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA
RWY 18–36: H5503X100 (ASPH) S–42, D–49, 2D–75 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 21'.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 21'.
AIRPORT REMARKS: Attended 1300–0100Z‡. For attendant after hrs call 931–857–0375. Unattended Thanksgiving and Christmas. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (931) 685–4723.
COMMUNICATIONS: CTAF/UNICOM 122.8
SHELBYVILLE RCO 122.1R 109.0T (NASHVILLE RADIO)
MEMPHIS CENTER APP/DEP CON 126.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' at fld. 814/01W.

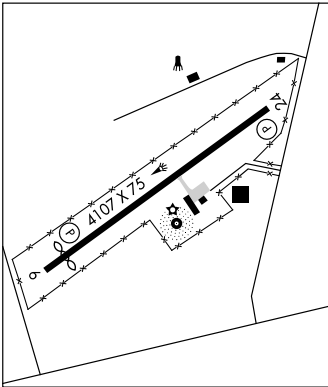


ATLANTA
H–6K, 9A, L–16J
IAP

SIBLEY N35°14.22' W88°30.96' NOTAM FILE MKL.
NDB (MHW) 386 SZY 156° 2.2 NM to Robert Sibley.

MEMPHIS
L–16I

SMITHVILLE MUNI (ØA3) 3 NE UTC−6(−5DT) N35°59.12' W85°48.56'
1084 B NOTAM FILE BNA
RWY 06–24: H4107X75 (ASPH) S–25, D–37 MIRL
RWY 06: REIL. PAPI(P2L). Thld dsplcd 150'. Trees.
RWY 24: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Tue–Sat 1400–2300Z‡, CLOSED Sun and Mon.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 132.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.
HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 289° 42.3 NM to fld. 3040/02W. HIWAS.
HURRICANE NDB (MHW) 256 SKN N35°59.04' W85°48.49' at fld. NOTAM FILE BNA.



ATLANTA
L–25A
IAP

WAAS CH 50407 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5503 800 801
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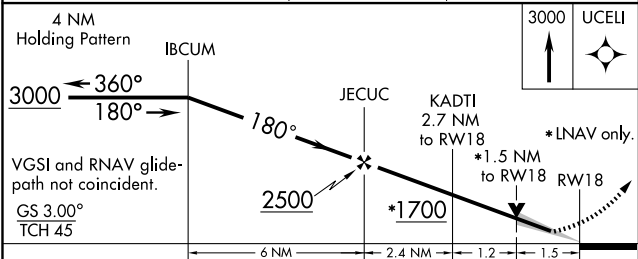
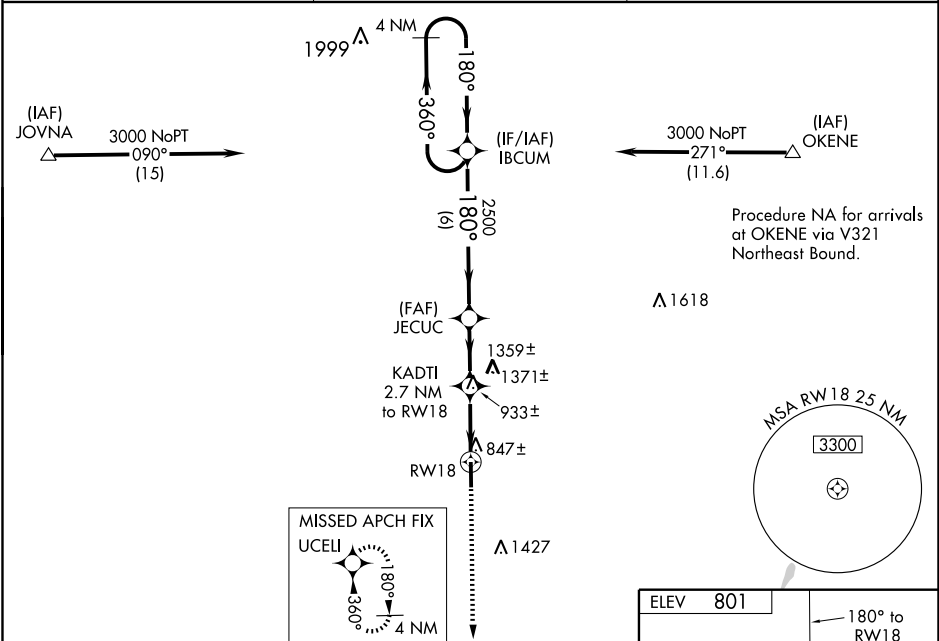
RNAV (GPS) RWY 18

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

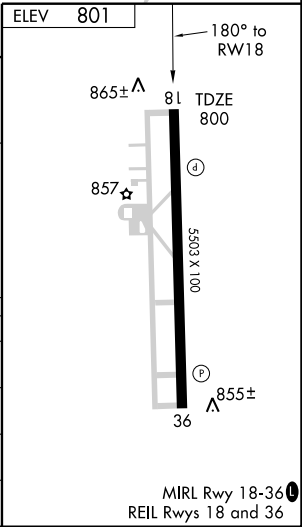
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:
Climb to 3000 direct UCELI and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1050-3/4		250 (300-3/4)	
LNAV/VNAV DA	1316-13/4		516 (600-13/4)	
LNAV MDA	1280-1	480 (500-1)	1280-1 1/4 480 (500-1 1/4)	1280-1 1/2 480 (500-1 1/2)
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1 3/4 619 (700-1 3/4)	1440-2 639 (700-2)



WAAS CH 97607 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5503 801 801
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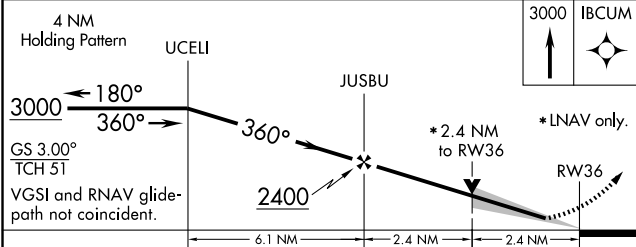
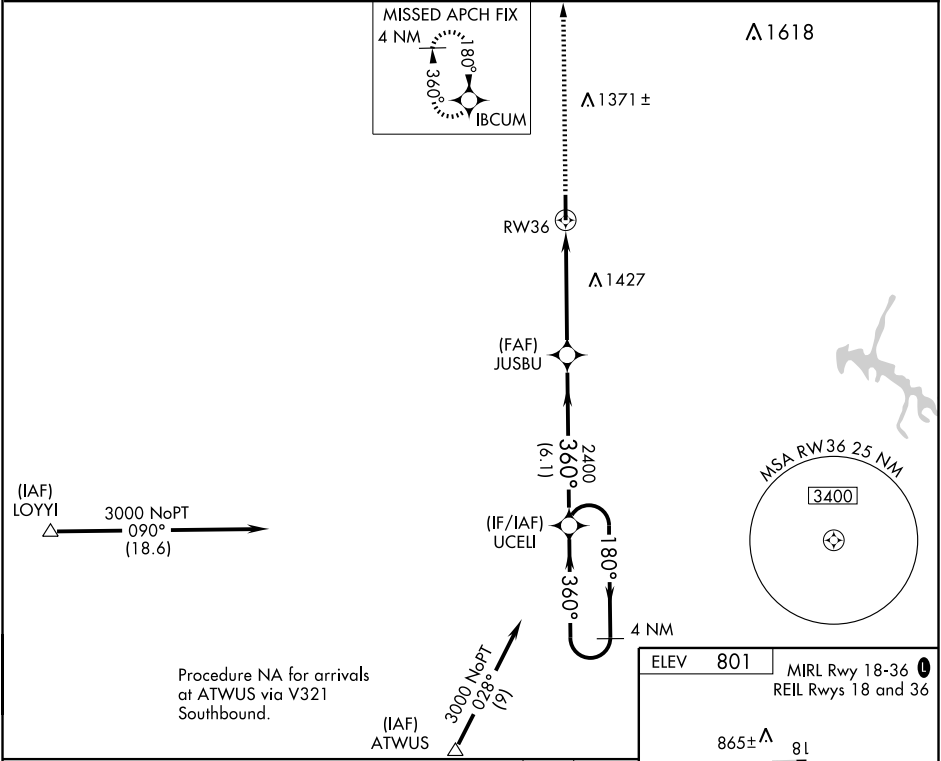
RNAV (GPS) Z RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

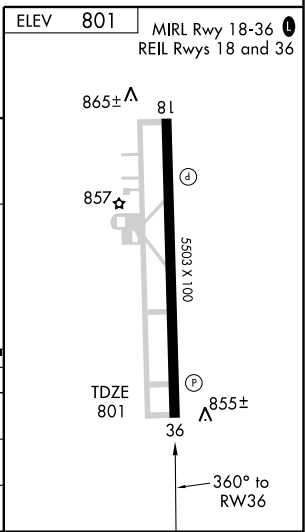
▼ When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

▲ MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-5299 (FAA)

VOR/DME SYI 109.0 Chan 27	APP CRS 160°	Rwy Idg 5503 TDZE 799 Apt Elev 800
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VOR/DME RWY 18
AR FIELD-SHELBYVILLE MUNI (SYT)

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYT)

▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile.
▲ NA VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYR R-340 to GRAMA/5 DME and hold.

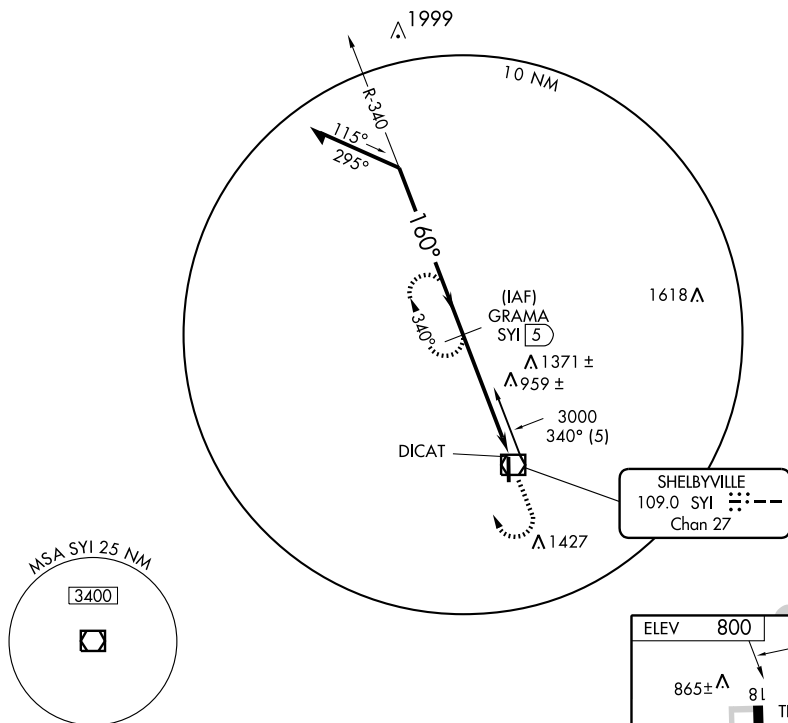
MEMPHIS CENTER

UN|COM

119.275

126.75 353.5

122.8 (CTAF)



Remain
within 10 NM

GRAMA
SYI 5

2000 3000
↑
SYI R-340

GRAMA
SVI 5

3000

VGSI and descent angles not coincident.

2300

$\angle 2.95^\circ$

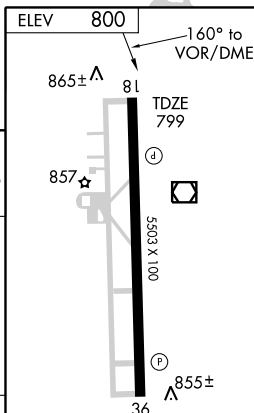
TCH

1

DIO
SVI

311

CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

MIRI R_{WV} 18-36

REIL Rwys 18 and 36

SHELBYVILLE, TENNESSEE

Amdt 5 10098

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

35°34'N-86°27'W

VOR/DME RWY 18

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

AL-5299 (FAA)

VOR/DME SYI 109.0 Chan 27	APP CRS 152°	Rwy Idg 5503 TDZE 799 Apt Elev 800
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VOR RWY 18
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

T
A NA

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3
119.275

MEMPHIS CENTER
126.75 353.5

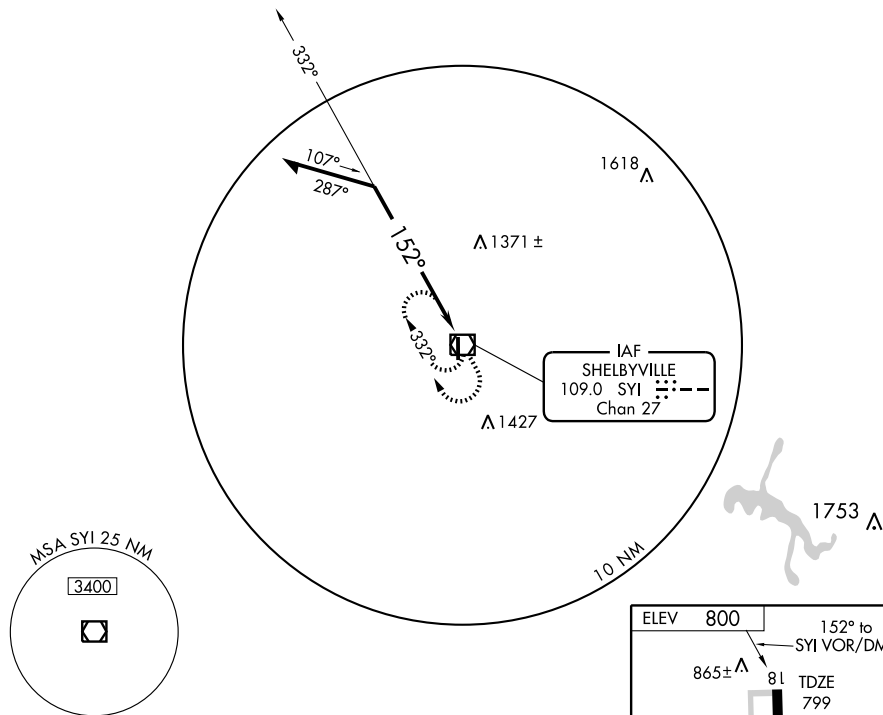
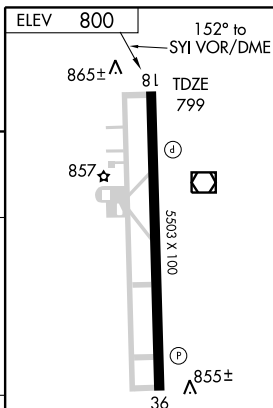
UNICOM
122.8 (CTAF) **L**

Diagram illustrating a VOR/DME station. A vertical line represents the station. A point is located at a bearing of 332° from the station. The distance from the station to this point is 2800 units. The angle between the two lines is 152° . A note indicates: "Remain within 10 NM".

CATEGORY	A	B	C	D
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)



MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36

SHELBYVILLE, TENNESSEE
Amdt 5A 10098

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)
35°34'N-86°27'W VOP RWY 18

VOR RWY 18

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

AL-5299 (FAA)

VOR/DME SYI 109.0 Chan 27	APP CRS 016°	Rwy Idg 5503 TDZE 801 Apt Elev 801
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VOR RWY 36
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI(SYT)

T When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, S-36 Cat D visibility $\frac{1}{4}$, and Circling Cat C and D visibility $\frac{1}{4}$. VDP NA when using Tullahoma altimeter setting.

A ADF or DME Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3 119,275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
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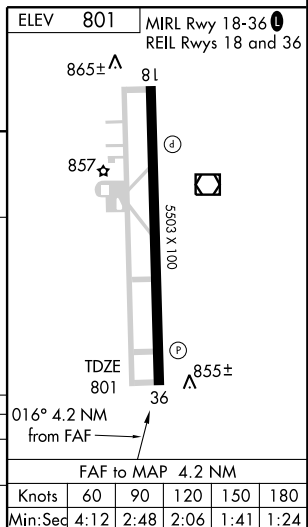
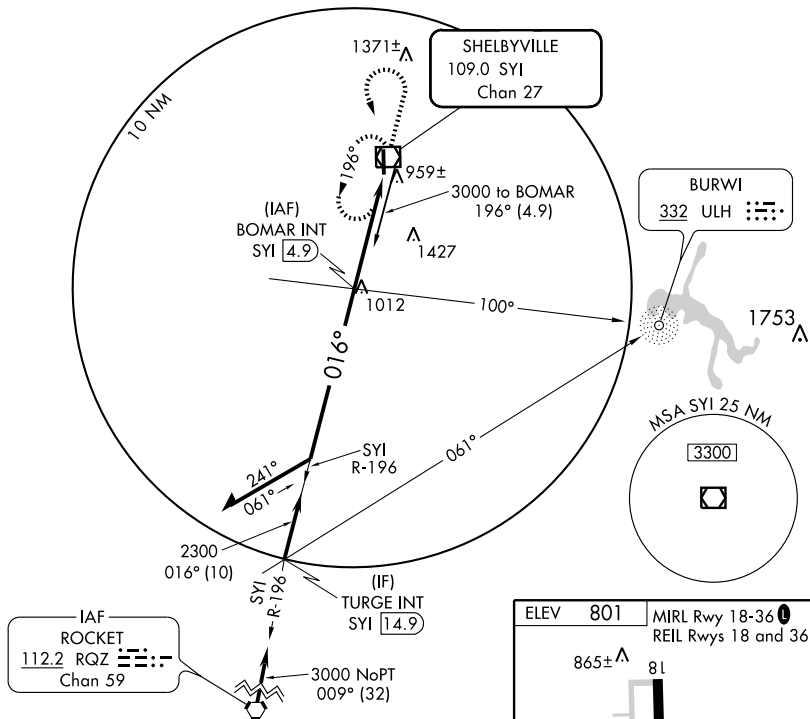


Diagram Details:

- Altitudes:** 3000, 2300, 196°, 016°, 3.26°, TCH 45.
- Distances:** 3 NM, 1.3, 109.0.
- SYI Values:** 4.9, 1.9, 0.6.
- BOMAR INT**
- CIRCLING APPROACH**

CATEGORY	A	B	C	D
S-36	1220-1	419 (500-1)	1220-1¼	419 (500-1¼)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

SHELBYVILLE, TENNESSEE
Amdt 16 10098

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)
35°34'N-86°27'W

SHELBYVILLE

BOMAR FLD—SHELBYVILLE MUNI (SYI) 4 N UTC-6(-5DT) N35°33.56' W86°26.55'

ATLANTA

801 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

H-6K, 9A, L-16J

RWY 18-36: H5503X100 (ASPH) S-42, D-49, 2D-75 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

AIRPORT REMARKS: Attended 1300-0100Z†. For attendant after hrs call 931-857-0375. Unattended Thanksgiving and Christmas. MIRL

Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (931) 685-4723.

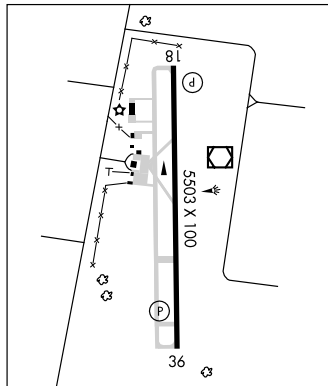
COMMUNICATIONS: CTAF/UNICOM 122.8

SHELBYVILLE RCO 122.1R 109.0T (NASHVILLE RADIO)

MEMPHIS CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'
W86°26.35' at fld. 814/01W.



SIBLEY N35°14.22' W88°30.96' NOTAM FILE MKL.

MEMPHIS

NDB (MHW) 386 SZY 156° 2.2 NM to Robert Sibley.

L-16I

SMITHVILLE MUNI (ØA3) 3 NE UTC-6(-5DT) N35°59.12' W85°48.56'

ATLANTA

1084 B NOTAM FILE BNA

L-25A

RWY 06-24: H4107X75 (ASPH) S-25, D-37 MIRL

IAP

RWY 06: REIL. PAPI(P2L). Thld dspcd 150'. Trees.

RWY 24: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Tue-Sat 1400-2300Z†, CLOSED Sun and Mon.

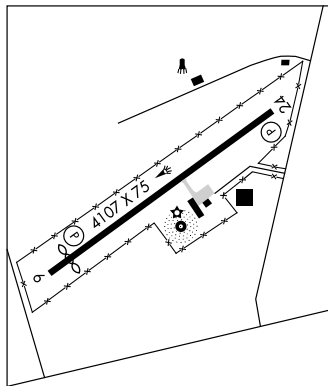
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'
W84°58.71' 289° 42.3 NM to fld. 3040/02W. HIWAS.

HURRICANE NDB (MHW) 256 SKN N35°59.04' W85°48.49' at
fld. NOTAM FILE BNA.

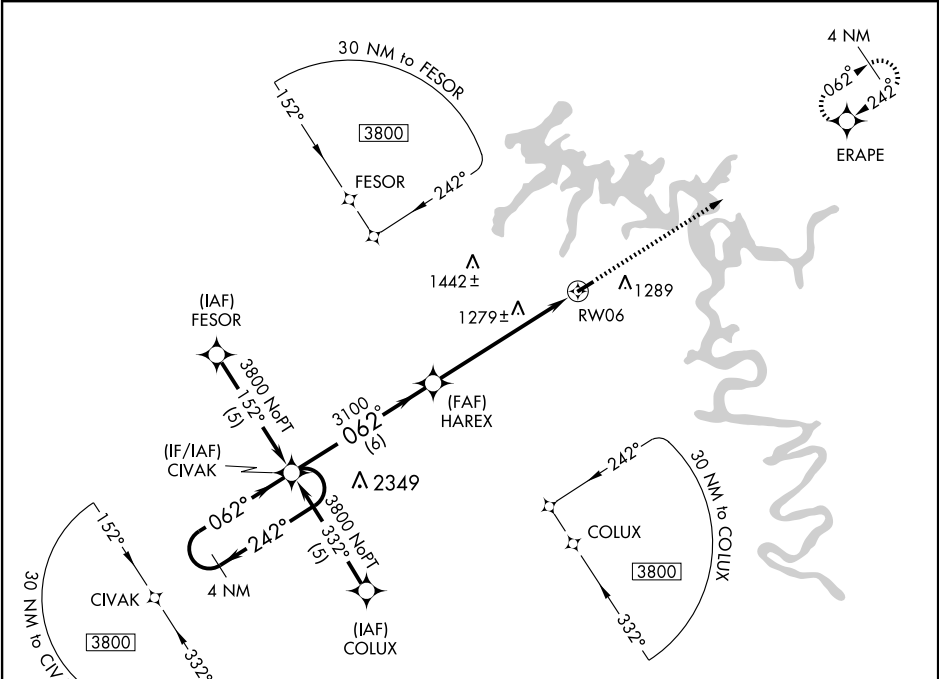


APP CRS	Rwy Idg	3957
062°	TDZE	1080
	Apt Elev	1084

RNAV (GPS) RWY 6
SMITHVILLE MUNI (ØA3)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ NA Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3800 direct ERAPE and hold.</p>
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<p>MEMPHIS CENTER 132.1 263.1</p>	<p>UNICOM 122.8 (CTAF)</p>
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ELEV 1084 Rwy 6 Idg 3957'

4 NM Holding Pattern CIVAK

HAREX

3800 ERAPE

3100

3.05° TCH 40

6 NM 6.1 NM

TDZE 1080

1133±

4107 X 75

062° to RW06

CATEGORY	A	B	C	D
LNAV MDA	1580-1 500 (500-1)	1580-1¼ 500 (500-1¼)	NA	NA
CIRCLING	1680-1 596 (600-1)	1680-1½ 596 (600-1½)	NA	NA

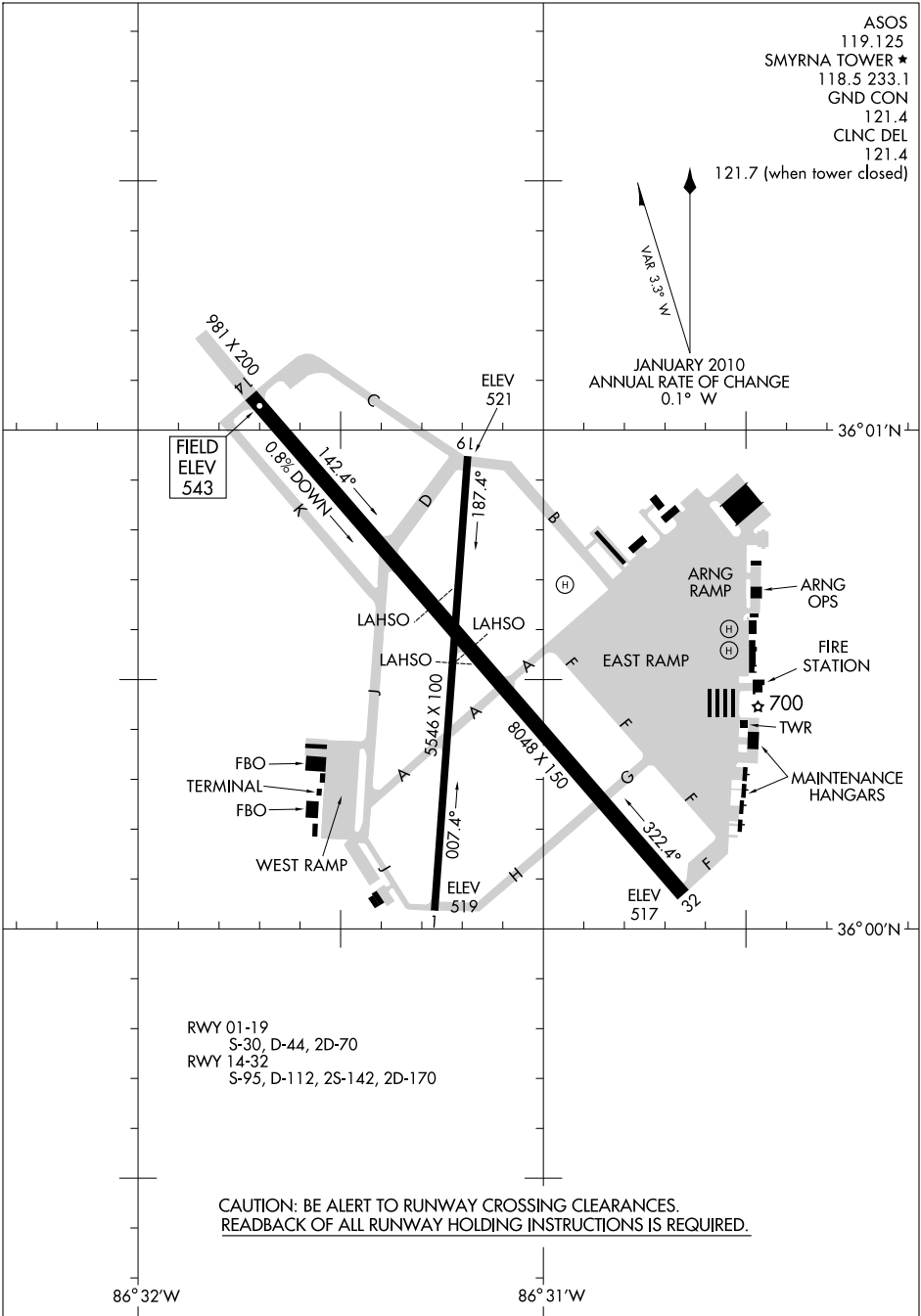
REIL Rwy 6 and 24
MIRL Rwy 6-24

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



SMYRNA (MQY) 2 N UTC-6(-5DT) N36°00.54' W86°31.21'

ST LOUIS

543 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—See Remarks Class IV, ARFF Index A H-6K, 9A, L-16J
 NOTAM FILE MQY IAP, AD

RWY 14-32: H8048X150 (ASPH) S-95, D-112, 2S-142, 2D-170
 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree. 0.8% down to midpoint.

RWY 32: REIL. MALSR. PAPI(P4L)—GA 3.0° TCH 68'.

RWY 01-19: H5546X100 (ASPH) S-30, D-44, 2D-70 MIRL

RWY 01: REIL. PAPI(P4L). Tree.

RWY 19: REIL. PAPI(P4L).

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	14-32	3000
RWY 14	01-19	3400
RWY 32	01-19	3950

AIRPORT REMARKS: Attended continuously. CLOSED to Department of Transportation certificated air carrier operations except with 24 hour prior approval call (615) 459-2651. Nashville Intl arpt tfc transits Smyrna arpt tfc area at 2500' MSL and above. 24 hr PPR required for air carrier ops over 30 passengers. Contact arpt mgr 615-459-2651. TPA—light acft 1500(957), turbo prop/jet acft 2000(1457). ACTIVATE MIRL Rwy 01-19; HIRL Rwy 14-32; REIL Rwy 14 and MALSR Rwy 32—CTAF. PAPI Rwy 01 and Rwy 19 and PAPI Rwy 14 and Rwy 32 on continuously.

WEATHER DATA SOURCES: ASOS 119.125. (615) 223-7716.

COMMUNICATIONS: CTAF 118.5 UNICOM 122.95

(R) **NASHVILLE APP/DEP CON** 118.4 **CLNC DEL** 121.7 (when twr clsd)

TOWER 118.5 (1300-0100Z±). **GND CON** 121.4

CLNC DEL 121.4.

AIRSPACE: CLASS D svc 1300-0100Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22' W86°41.09' 136° 11.1 NM to fld. 570/02W.

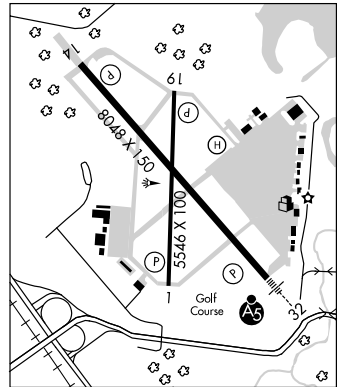
SEWART NDB (MHW) 391 SWZ N35°57.41' W86°27.83' 321° 4.2 NM to fld. Unmonitored 0100-1300Z±.

ILS 111.1 I-MQY Rwy 32.

.

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: H1 Perimeter lgts OTS indef. TPA—Helicopter 1000(457). Helicopters make left tfc all rwys, avoid flow of fixed wing acft.



SNOWBIRD N35°47.41' W83°03.14' NOTAM FILE RDU.

ATLANTA

(L) VORTAC 108.8 SOT Chan 25 030° 26.8 NM to Greenville-Greene Co Muni. 4239/04W.

H-9B, L-25B

DME unusable 225°-250° byd 30 NM blo 10,000'.

RCO 122.1R 108.8T (RALEIGH RADIO)

SNUFF N36°31.62' W87°23.19' NOTAM FILE MKL.

ST LOUIS

NDB (LOM) 335 CK 345° 5.9 NM to Outlaw Fld. NDB unusable byd 10NM.

SOMERVILLE N35°12.35' W89°23.55' NOTAM FILE MKL.

MEMPHIS

NDB (MHW) 255 FYE at Fayette Co.

L-16H

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

JOHN C. TUNE
NASHVILLE INTL
SMYRNA
MURFREESBORO MUNI
LINGA
N36°05.17' - W86°48.87'

DYERSBURG
116.8 DYS
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

HELAM
N35°27.44' - W88°38.58'

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' - W86°53.99'
L-18, H-6-9

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

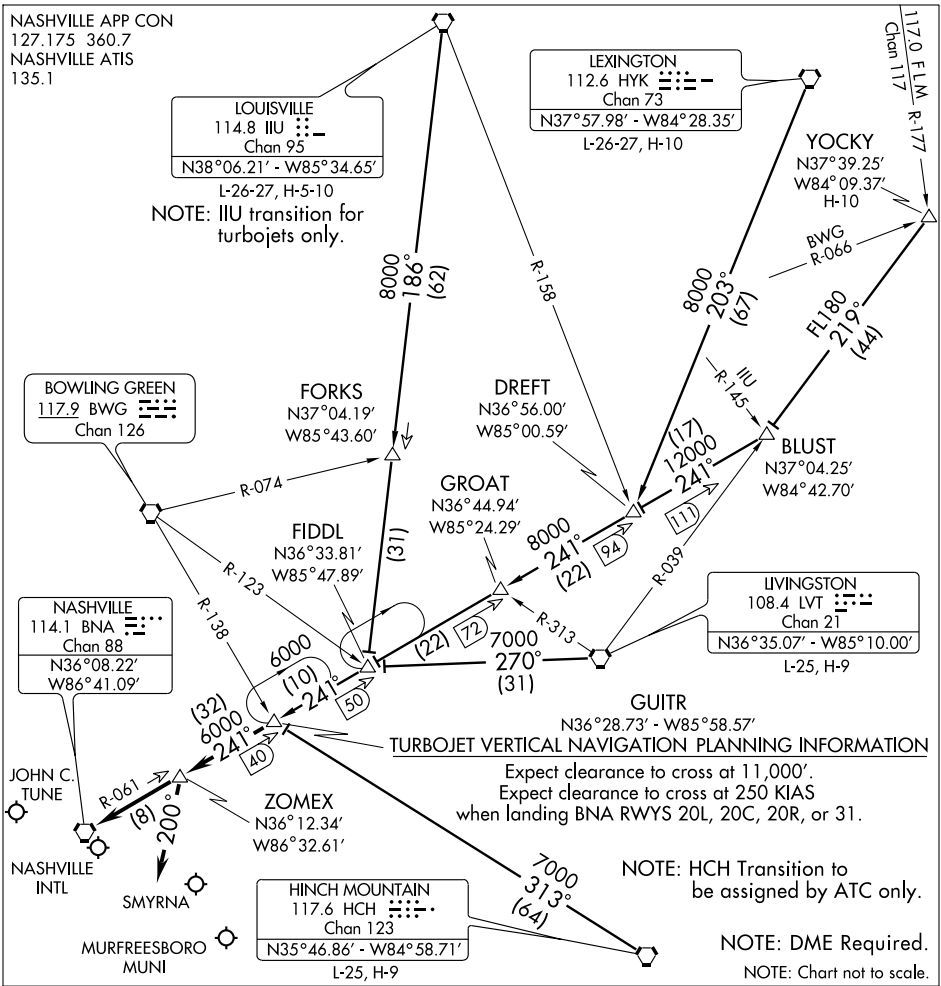
NOTE: DME Required.
NOTE: Chart not to scale.

- BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .
- MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .
- SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .
- VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

...TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

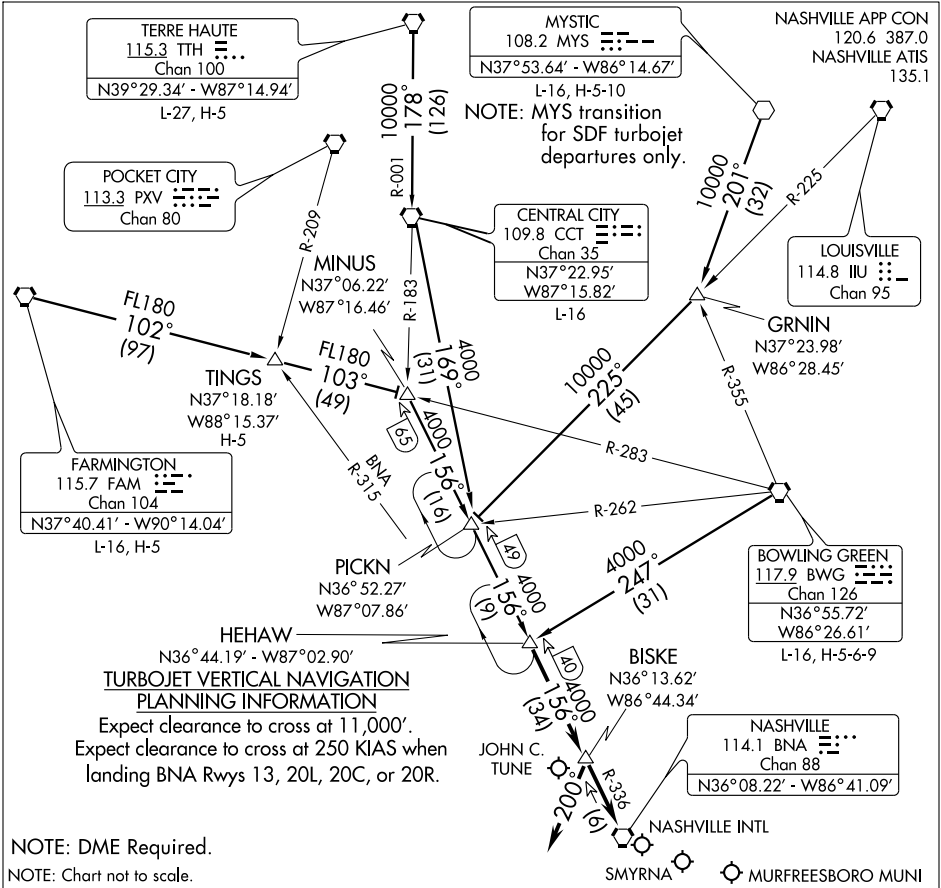
LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via ILU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

LOC I-MQY 111.1	APP CRS 321°	Rwy Idg 8048 TDZE 517 Apt Elev 543
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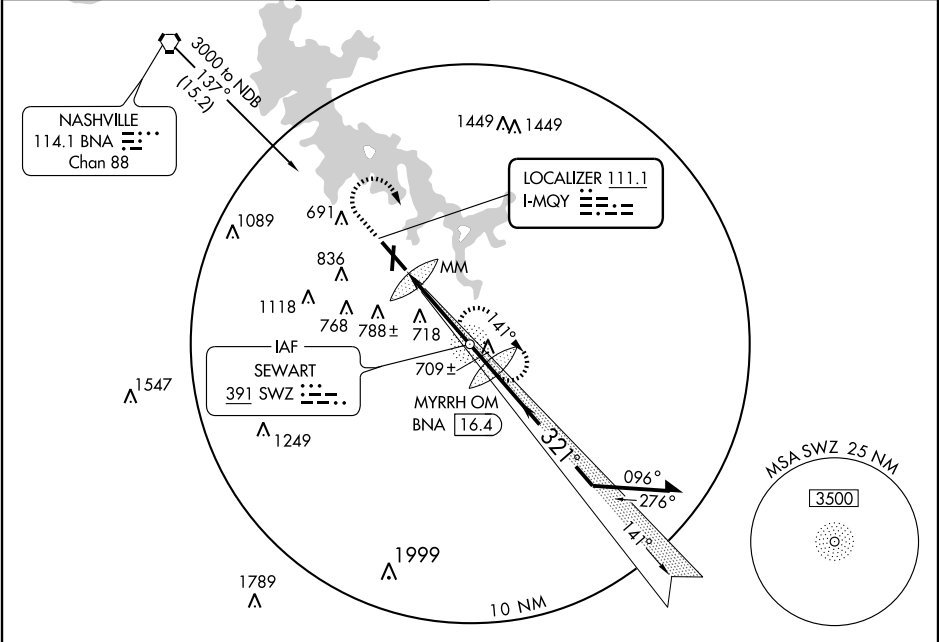
ILS RWY 32
SMYRNA (MQY)

Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.
ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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ELEV **543**

REIL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 1-19
REIL Rwys 1, 19, and 32

FAF to MAP 4.7 NM

Knots 60 90 120 150 180
Min:Sec 4:42 3:08 2:21 1:53 1:34

1500 3000 SWZ

SWZ NDB

OM BNA 16.4 1996

141° 321° 2500 2000

GS 2.83° TCH 51

Remain within 10 NM of SWZ NDB

CATEGORY	A	B	C	D
S-ILS 32	717-1/2 200 (200-1/2)			
S-LOC 32	960-1/2 443 (500-1/2)		960-3/4 443 (500-3/4)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1/2 577 (600-1/2)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-1/2 299 (300-1/2)			
S-LOC 32	1060-1/2 543 (600-1/2)		1060-1 543 (600-1)	1060-1 1/4 543 (600-1 1/4)
CIRCLING	1180-1 637 (700-1)		1220-2 677 (700-2)	1260-2 1/4 717 (800-2 1/4)



SE-1, 26 AUG 2010 to 23 SEP 2010

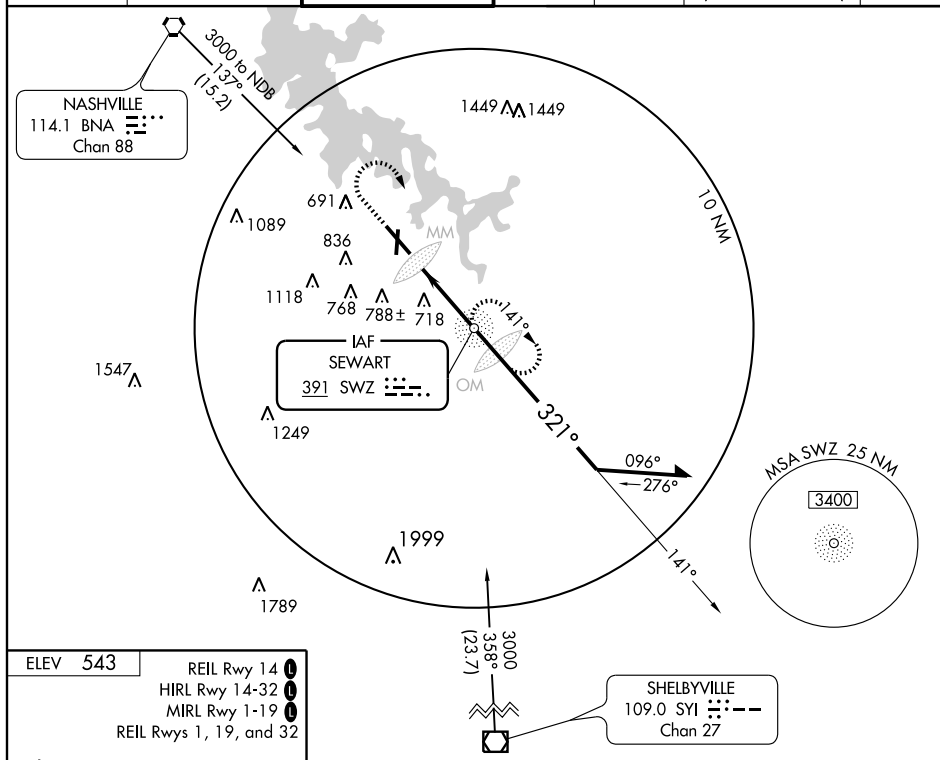
SE-1, 26 AUG 2010 to 23 SEP 2010

AL-895 (FAA)

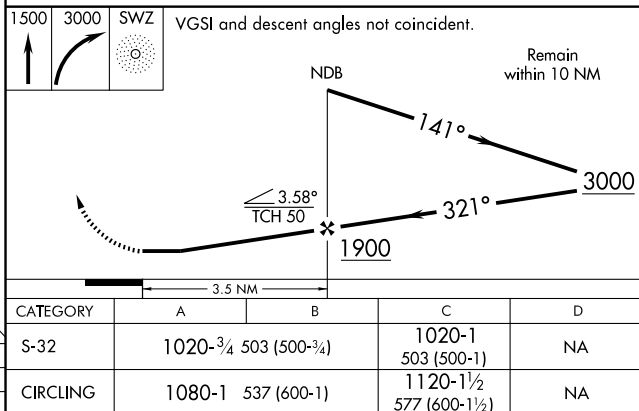
NDB SWZ 391	APP CRS 321°	Rwy Idg 8048 TDZE 517 Apt Elev 543
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NDB RWY 32
SMYRNA (MQY)

	When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility 1/4 mile.				MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.		
	ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1		GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



SMYRNA, TENNESSEE
Amdt 9 09351

36°01'N - 86°31'W

SMYRNA (MQY)
NDB RWY 32

SE-1, 26 AUG 2010 to 23 SEP 2010

SMYRNA, TENNESSEE

AL-895 (FAA)

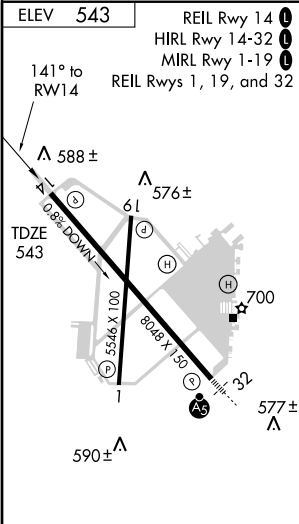
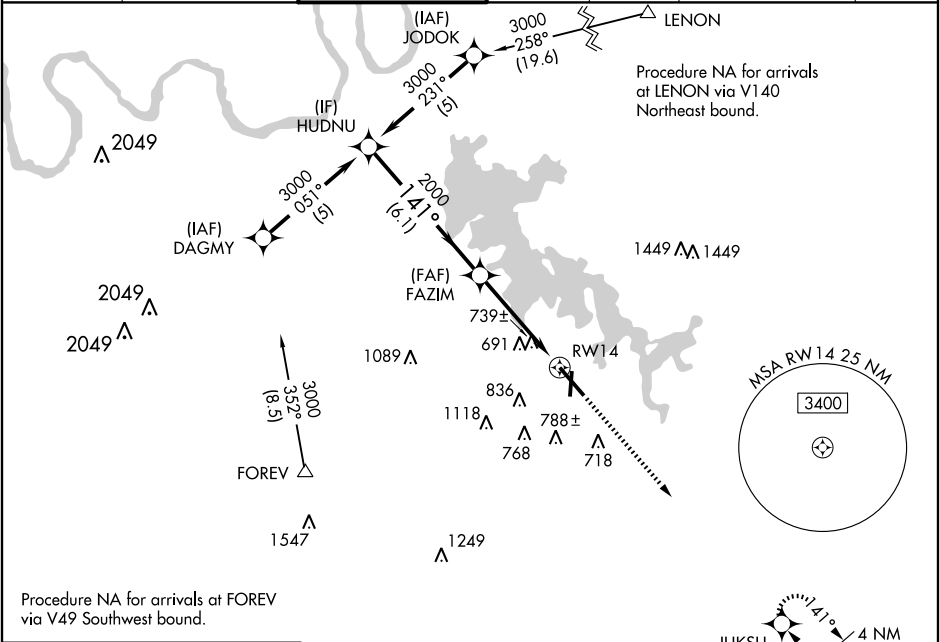
APP CRS	Rwy Idg	8048
141°	TDZE	543
	Apt Elev	543

RNAV (GPS) RWY 14

SMYRNA (MQY)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibilities ¼ mile and Circling Cat C visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.</p>	<p>MISSSED APPROACH: Climb to 3000 direct JKUSU and hold.</p>
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ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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	HUDNU		3000		JUKSU
		FAZIM			
	3000	2000		1.4 NM to RWY 14	
	Procedure Turn NA		3.03° TCH 50		
	6.1 NM	3 NM	1.4		
CATEGORY	A	B	C	D	
LNAV MDA	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)	
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)	

SMYRNA, TENNESSEE
Orig 09351

36°01'N - 86°31'W

RNAV (GPS) RWY 14

SMYRNA (MQY)

SE-1, 26 AUG 2010 to 23 SEP 2010


SE-1, 26 AUG 2010 to 23 SEP 2010

AL-895 (FAA)

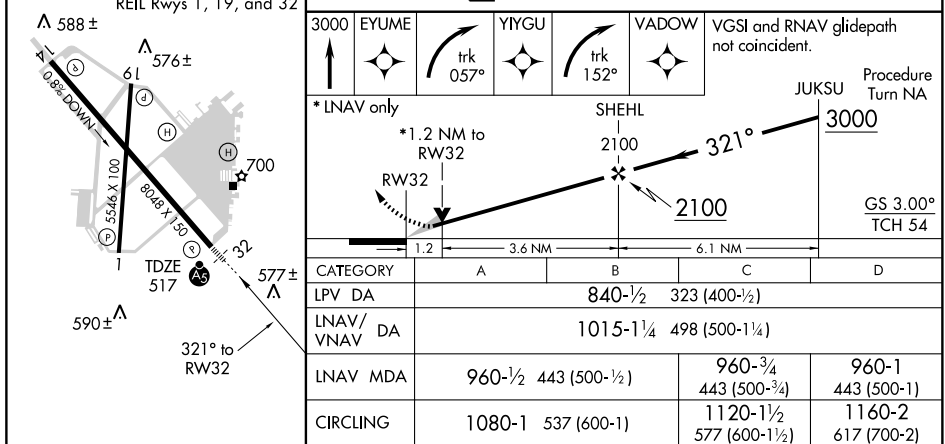
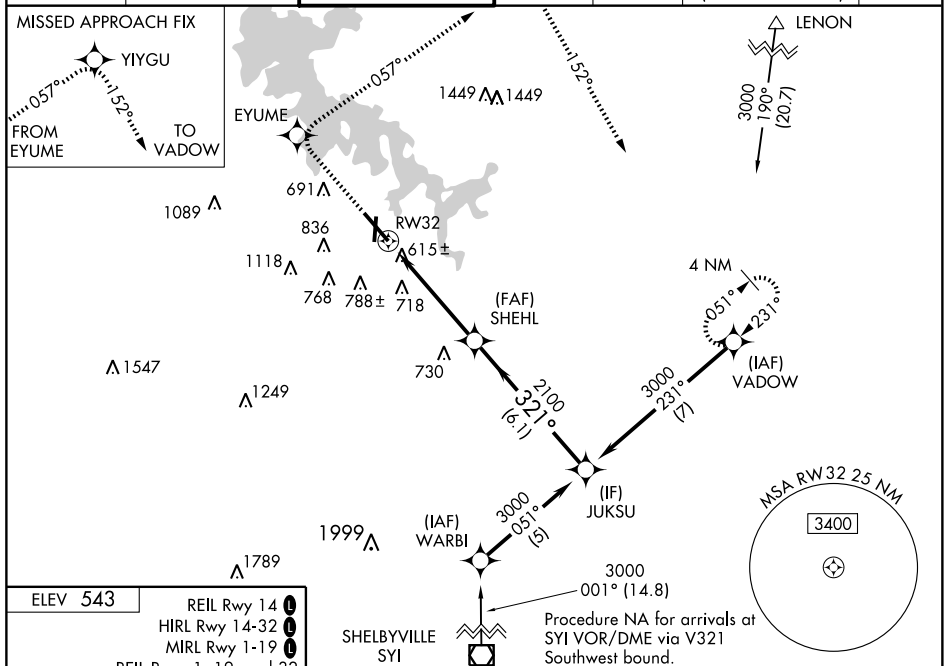
WAAS CH 93512 W32A	APP CRS 321°	Rwy Idg 8048 TDZE 517 Apt Elev 543
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RNAV (GPS) RWY 32
SMYRNA (MQY)

⚠ For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALSR when using Nashville Intl altimeter setting, increase LPV visibility to ¼ mile all Cats.

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.</p>
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ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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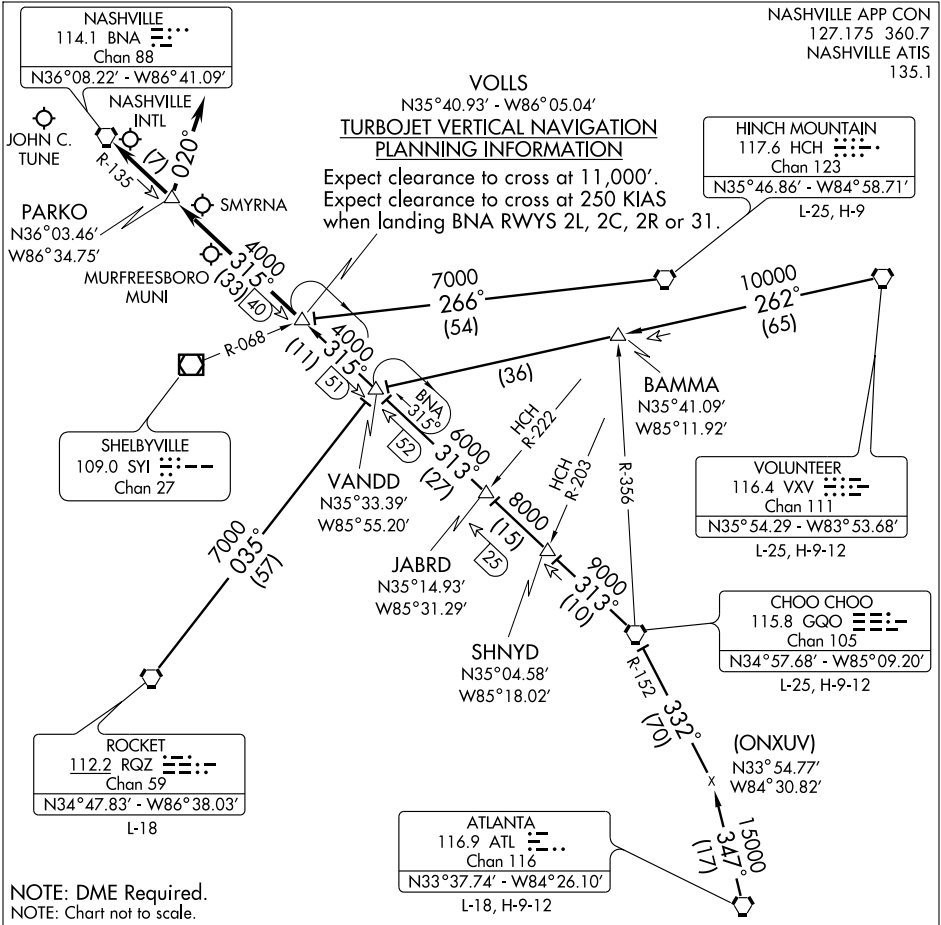
SMYRNA, TENNESSEE
Orig 09351

36°01'N - 86°31'W

SMYRNA (MQY)
RNAV (GPS) RWY 32

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GGO R-152 to GGO VORTAC, then via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

CHOO CHOO TRANSITION (GGO.VOLLS7): From over GGO VORTAC via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

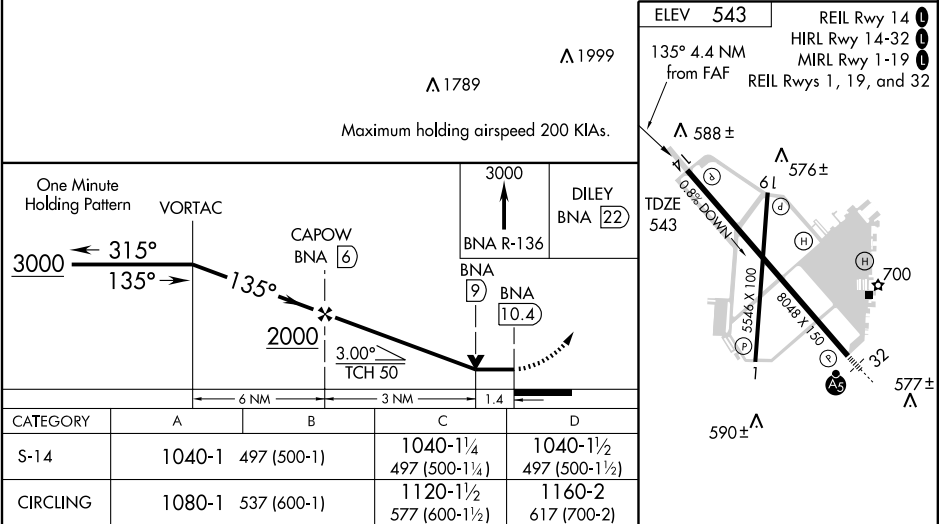
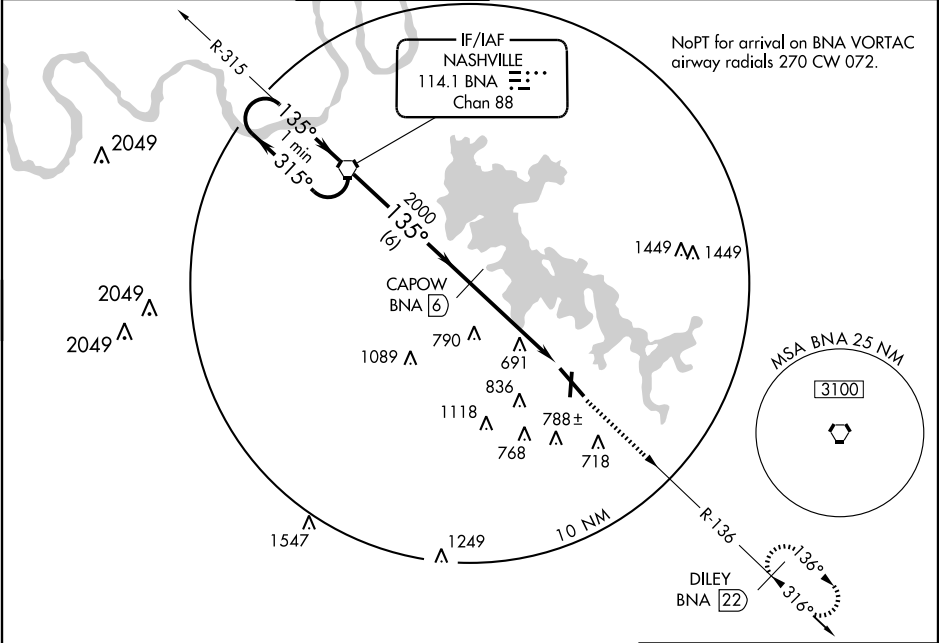
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	135°	TDZE	543
Chan 88		Apt Elev	543

VOR/DME RWY 14
SMYRNA (MQY)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.	MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.
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ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	316°	TDZE	517
Chan 88		Apt Elev	543

VOR/DME RWY 32
SMYRNA (MQY)

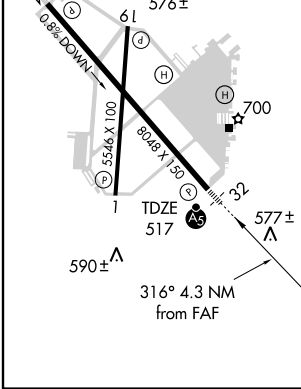
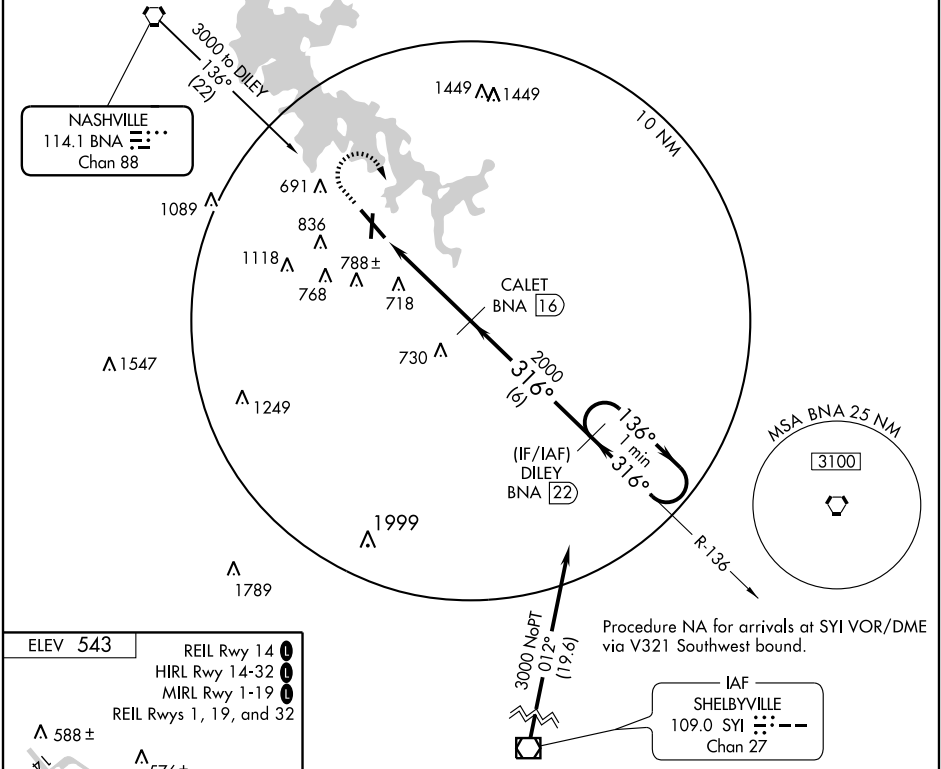
⚠ When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, S-32 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MALSR

AS

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) 0 233.1	121.4	121.4	121.7 (When tower closed)	122.95



1500 ↑	3000 hdg 180°	BNA R-136	DILEY BNA 22	DILEY BNA 22	One Minute Holding Pattern

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SOMERVILLE

FAYETTE CO (FYE) 2 SW UTC-6(-5DT) N35°12.46' W89°23.67'

436 B S2 FUEL 100LL NOTAM FILE MKL

RWY 01-19: H5000X75 (ASPH) S-30 MIRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.07°TCH 31'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1830-2300Z†. Aerobatic activity invof arpt. If surface winds favor

Rwy 01, rgt tfc for that rwy is in effect when aerobatic area is

active. Airframe repairs avbl on call only—call ahead phone (901)

466-7007. Powerplant repairs avbl on call only—call ahead phone

(901) 466-7007. NOTE: See Special Notices—Aerobatic Practice

Area.

WEATHER DATA SOURCES: AWOS-3 119.875 (901) 465-6367.

COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS APP CON 125.8

Ⓡ MEMPHIS DEP CON 124.15

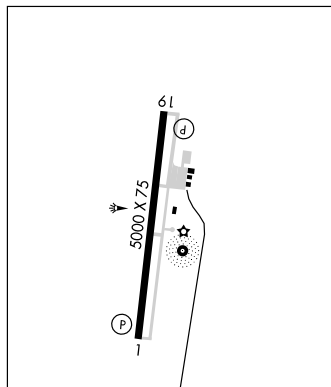
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 008° 26.7 NM to fld. 630/03E.

SOMERVILLE NDB (MHW) 255 FYE N35°12.35' W89°23.55'

at fld. NOTAM FILE MKL.



MEMPHIS
H-6J, L-16H
IAP

SPAIN N35°12.07' W90°03.07' NOTAM FILE MKL.

NDB (MHW) 414 SPQ at General DeWitt Spain. (VFR only).

MEMPHIS
L-16H

SPARTA

UPPER CUMBERLAND RGNL (SRB) 9 NW UTC-6(-5DT) N36°03.36' W85°31.84'

1025 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 04-22: H6005X100 (ASPH) S-25, D-37 HIRL

RWY 04: ODALS. REIL. PAPI(P4L).

RWY 22: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended 1300-0100Z†. For arpt attendant after

hrs call 931-738-2122. ACTIVATE ODALS Rwy 04-CTAF.

WEATHER DATA SOURCES: AWOS-3 128.25 (931) 738-3111.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 304° 31.6 NM to fld. 3040/02W. HIWAS.

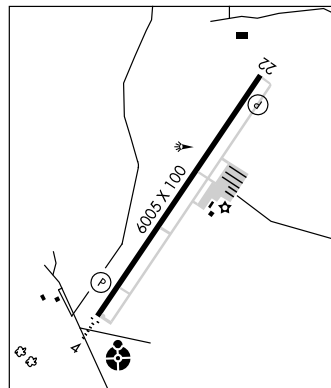
HUCHN NDB (MHW) 233 HEM N35°59.28' W85°35.17' 036°

4.9 NM to fld. NOTAM FILE BNA.

NDB unmonitored 0100-1300Z†.

ILS/DME 110.1 I-SRB Chan 38 Rwy 04. Class IA.

(Unmonitored 0400-1400Z†) LOC unusable within 1.6 DME.



ST LOUIS
H-9A, L-25A
IAP

AL-9150 (FAA)

NDB FYE	APP CRS	Rwy Idg	5000
<u>255</u>	179°	TDZE	431
		Apt Elev	436

NDB RWY 19
SOMERVILLE/FAYETTE COUNTY (FYE)

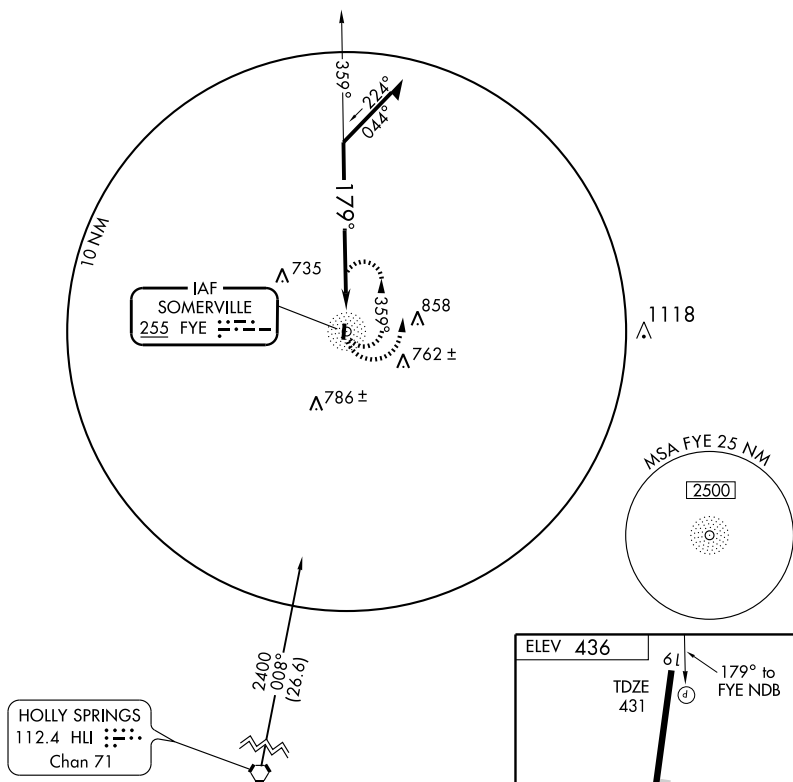


MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3
119,875

MEMPHIS APP CON
125.8 338.3

CTAF
122.9



Remain
within 10 NM

NDB

2400

FYE

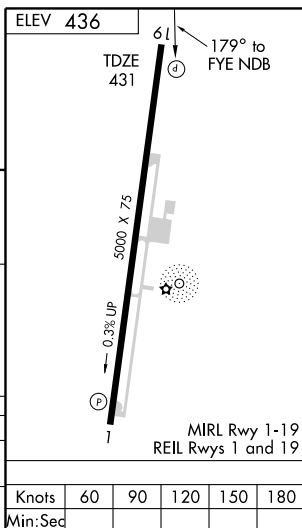
255

2400

[illegible]

1708

CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1 ³ / ₄ 669 (700-1 ³ / ₄)	NA
CIRCLING	1100-1 664 (700-1)		1100-1 ³ / ₄ 664 (700-1 ³ / ₄)	NA



SOMERVILLE, TENNESSEE

Amdt 1A 08101

SOMERVILLE/FAYETTE COUNTY (FYE)

35°12'N - 89°24'W

NDB RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

SOMERVILLE, TENNESSEE

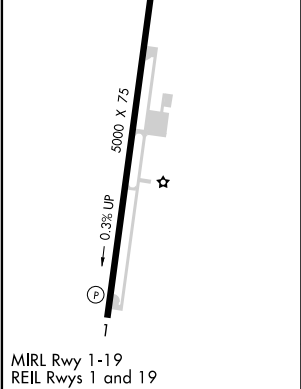
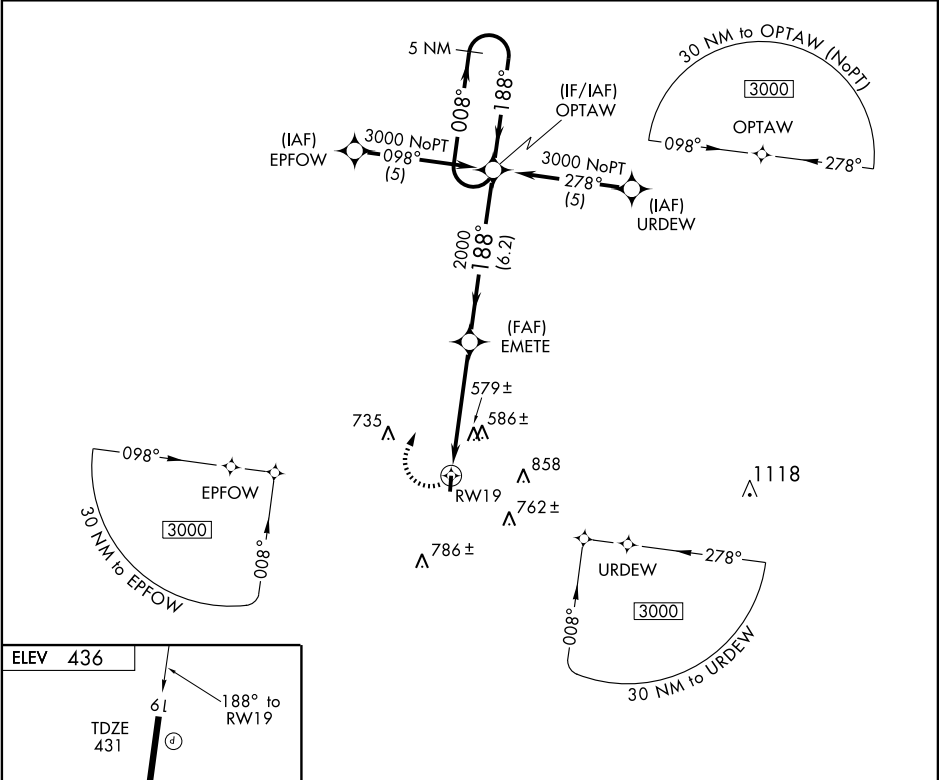
AL-9150 (FAA)

APP CRS	Rwy Idg	5000
188°	TDZE	431
	Apt Elev	436

RNAV (GPS) RWY 19
SOMERVILLE/FAYETTE COUNTY (FYE)

<p>▼ NA</p> <p>If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.</p>
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AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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3000

OPTAW

5 NM Holding Pattern

OPTAW

1.2 NM to RW19

EMETE

008°

188°

3000

1.2

3.6 NM

6.2 NM

1.2 NM to RW19

EMETE

008°

188°

3000

CATEGORY	A	B	C	D
LNAV MDA	840-1	409 (500-1)	840-1¼ 409 (500-1¼)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA

SOMERVILLE, TENNESSEE
Amdt 1 08101

35° 12' N - 89° 24' W

SOMERVILLE/FAYETTE COUNTY (FYE)
RNAV (GPS) RWY 19

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SOMERVILLE

FAYETTE CO (FYE) 2 SW UTC-6(-5DT) N35°12.46' W89°23.67'

436 B S2 FUEL 100LL NOTAM FILE MKL

RWY 01-19: H5000X75 (ASPH) S-30 MIRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.07°TCH 31'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1830-2300Z†. Aerobatic activity invof arpt. If surface winds favor

Rwy 01, rgt tfc for that rwy is in effect when aerobatic area is

active. Airframe repairs avbl on call only—call ahead phone (901)

466-7007. Powerplant repairs avbl on call only—call ahead phone

(901) 466-7007. NOTE: See Special Notices—Aerobatic Practice

Area.

WEATHER DATA SOURCES: AWOS-3 119.875 (901) 465-6367.

COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS APP CON 125.8

Ⓡ MEMPHIS DEP CON 124.15

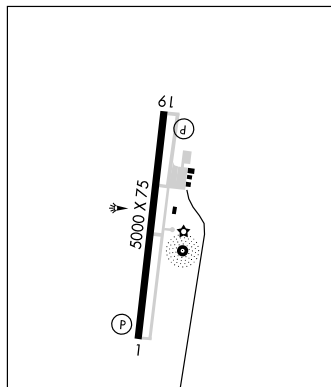
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 008° 26.7 NM to fld. 630/03E.

SOMERVILLE NDB (MHW) 255 FYE N35°12.35' W89°23.55'

at fld. NOTAM FILE MKL.



MEMPHIS
H-6J, L-16H
IAP

SPAIN N35°12.07' W90°03.07' NOTAM FILE MKL.

NDB (MHW) 414 SPQ at General DeWitt Spain. (VFR only).

MEMPHIS
L-16H

SPARTA

UPPER CUMBERLAND RGNL (SRB) 9 NW UTC-6(-5DT) N36°03.36' W85°31.84'

1025 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 04-22: H6005X100 (ASPH) S-25, D-37 HIRL

RWY 04: ODALS. REIL. PAPI(P4L).

RWY 22: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended 1300-0100Z†. For arpt attendant after

hrs call 931-738-2122. ACTIVATE ODALS Rwy 04-CTAF.

WEATHER DATA SOURCES: AWOS-3 128.25 (931) 738-3111.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 304° 31.6 NM to fld. 3040/02W. HIWAS.

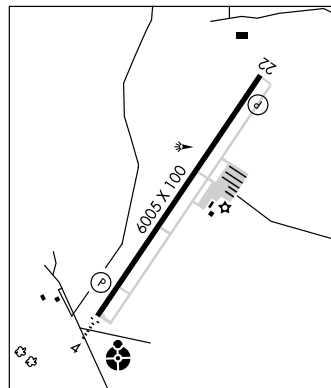
HUCHN NDB (MHW) 233 HEM N35°59.28' W85°35.17' 036°

4.9 NM to fld. NOTAM FILE BNA.

NDB unmonitored 0100-1300Z†.

ILS/DME 110.1 I-SRB Chan 38 Rwy 04. Class IA.

(Unmonitored 0400-1400Z†) LOC unusable within 1.6 DME.



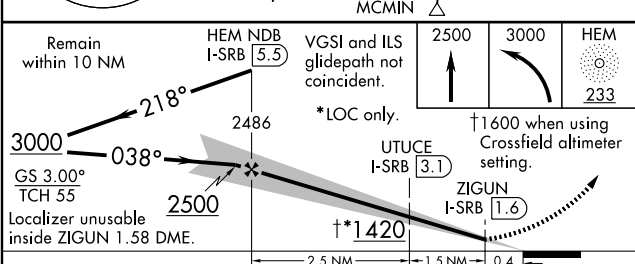
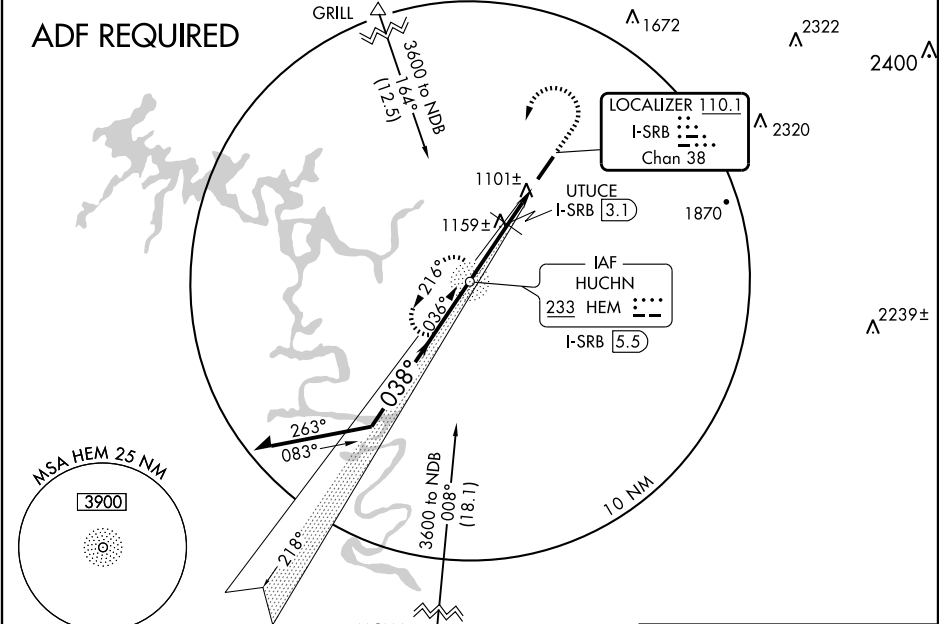
ST LOUIS
H-9A, L-25A
IAP

LOC/DME I-SRB	APP CRS	Rwy Idg	6005
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

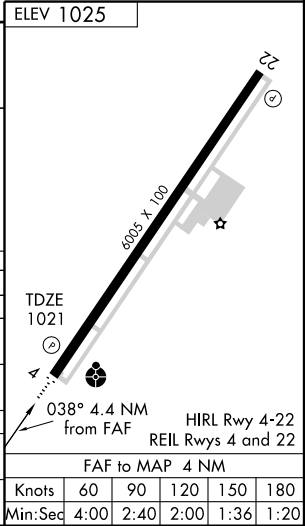
ILS or LOC RWY 4
SPARTA/UPPER CUMBERLAND RGNL (SRB)

ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile. Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.	ODALS	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.
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AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 4		1221-¾	200 (200-¾)	
S-LOC 4		1420-¾	399 (400-¾)	1420-1¼ 399 (400-1¼)
CIRCLING	1480-1	455 (500-1)	1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4		1360-¾	339 (400-¾)	1360-1¼ 339 (400-1¼)
CIRCLING	1480-1	455 (500-1)	1480-1½ 455 (500-1½)	1580-2 555 (600-2)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

AL-6354 (FAA)

NDB RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

NDB HEM <u>233</u>	APP CRS 036°	Rwy Idg 6005 TDZE 1021 Apt Elev 1025
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T
A NA

Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility $\frac{1}{2}$ mile. Increase Circling Cat. C/D visibility $\frac{1}{4}$ mile.

ODALS



MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWQS-3

128.25

MEMPHIS CENTER

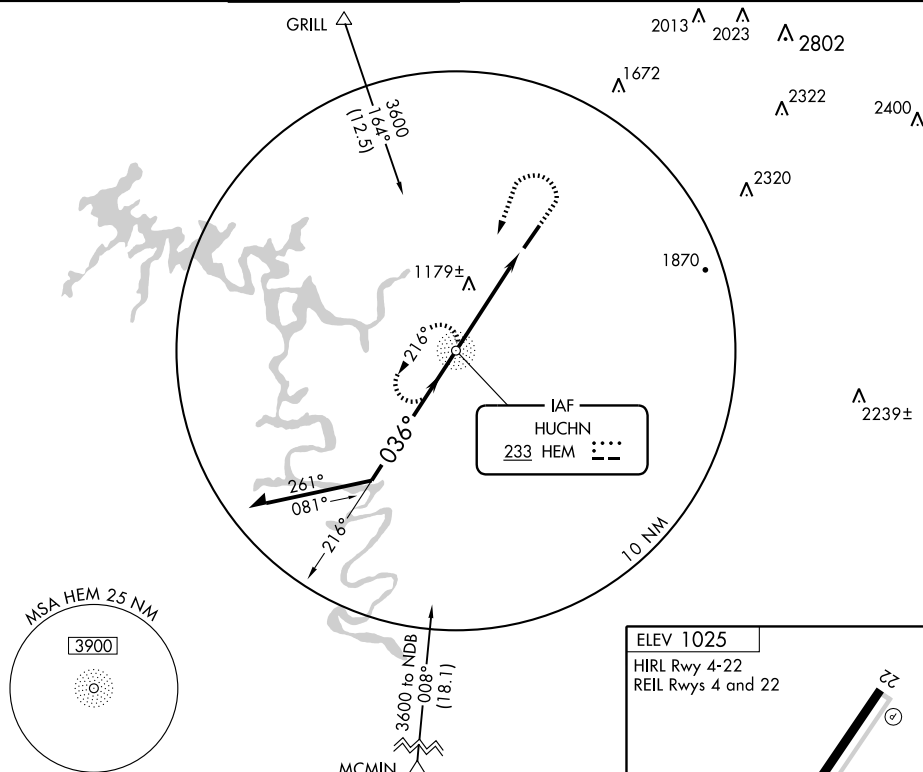
132.1 263.1

GCC

121.725

UNICOM

122.8 (CTAF) L



Remain
within 10 NM

NDB

2500

4.4 NM →

2.500

3000

HFM



ELEV 1025

HIRL Rwy 4-22

REIL Rwy's 4 and 22

TDZE

1021

0.36° 4 4 NM

FAF to MAP 4.4 NM

CATEGORY	A	B	C	D
S-4	1480-3/4	459 (500-3/4)	1480-1 1/4 459 (500-1 1/4)	1480-1 1/2 459 (500-1 1/2)
CIRCLING	1480-1	455 (500-1)	1480-1 1/2 455 (500-1 1/2)	1580-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SPARTA, TENNESSEE

Amdt 4 09071

SPARTA /UPPER CUMBERLAND RGNL (SRB)

36° 03'N-85° 32'W

NDB RWY 4

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6005 1021 1025
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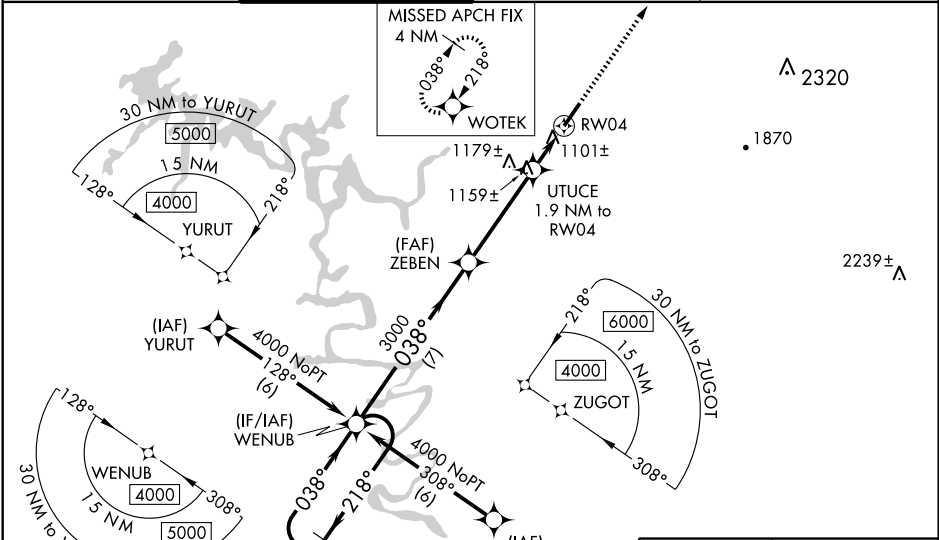
RNAV (GPS) RWY 4
SPARTA / UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

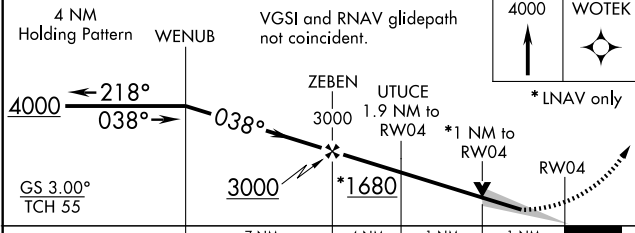
ODALS

MISSED APPROACH:
Climb to 4000 direct WOTEK and hold.

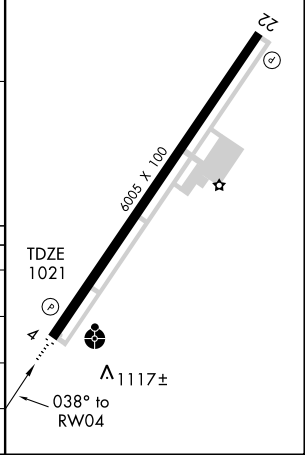
AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 1025
HIRL Rwy 4-22
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
LPV DA	1221-¾ 200 (200-¾)			
LNAV/VNAV DA	1396-1¼ 375 (400-1¼)			
LNAV MDA	1380-¾ 359 (400-¾)		1380-1¼ 359 (400-1¼)	
CIRCLING	1480-1 455 (500-1)	1480-1½ 455 (500-1½)		1580-2 555 (600-2)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SPRINGFIELD ROBERTSON CO

(M91) 3 NW UTC-6(-5DT) N36°32.24' W86°55.24'

ST LOUIS

706 B S4 FUEL 100LL, JET A, A1 TPA-1706(1000) NOTAM FILE BNA

H-6K, 9A, L-161

RWY 04-22: H5005X100 (ASPH) S-38, D-52 MIRL

IAP

RWY 04: REIL. PAPI(P4L). Trees.

RWY 22: REIL. PAPI(P4L)—GA 4.0°TCH 26'.

AIRPORT REMARKS: Attended 1400Z†-dusk. After hrs call out fee. Rwy 04 PAPI OTS indef. MIRL Rwy 04-22 preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (615) 384-8206.

COMMUNICATIONS: CTAF/UNICOM 123.0

NASHVILLE APP/DEP CON 119.35

GCO 121.725 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

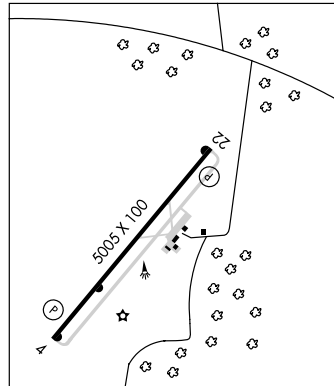
CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32'

W87°24.76' 103° 24.3 NM to fld. 540/01W.

MUSIC NDB (MHW) 279 ON N36°26.94' W86°59.63'

037° 6.4 NM to fld. NOTAM FILE BNA.

ILS 109.7 I-ONE Rwy 04. LOC only.



SUMNER CO RGNL

(See GALLATIN)

TAZEWELL

NEW TAZEWELL MUNI

(3A2) 3 SE UTC-5(-4DT) N36°24.61' W83°33.33'

CINCINNATI

1179 B S4 FUEL 100LL NOTAM FILE BNA

L-25B

RWY 07-25: H3000X75 (ASPH) S-16, D-24 MIRL

RWY 07: REIL. PAPI(P2L).

RWY 25: REIL. PAPI(P2L).

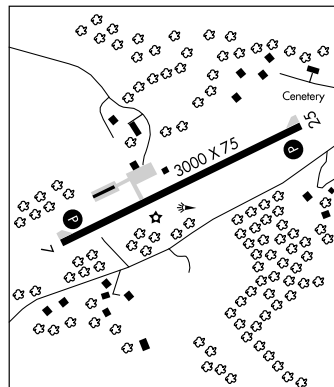
AIRPORT REMARKS: Attended Apr-Oct 1300-2300Z†, Nov-Mar 1300-2100Z†. Deer on or invof arpt. Rwy 25 PAPI OTS indef. ACTIVATE PAPI Rwy 07 and 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VXV Chan 111 N35°54.29'

W83°53.68' 031° 34.5 NM to fld. 1290/03W. HIWAS.





THORNTON

(See BROWNSVILLE)

AL-6740 (FAA)

LOC I-ONE <u>109.7</u>	APP CRS 036°	Rwy Idg 5005 TDZE 700 Apt Elev 707
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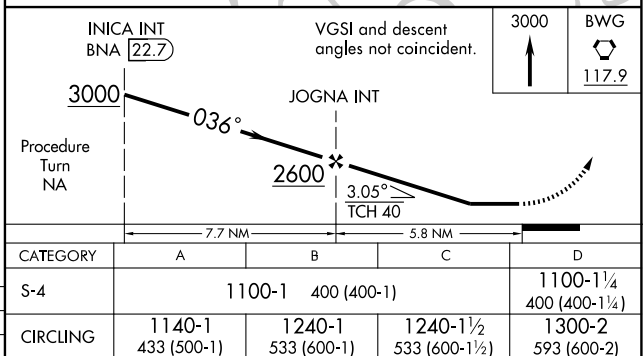
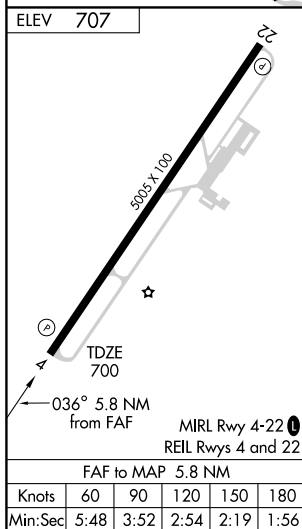
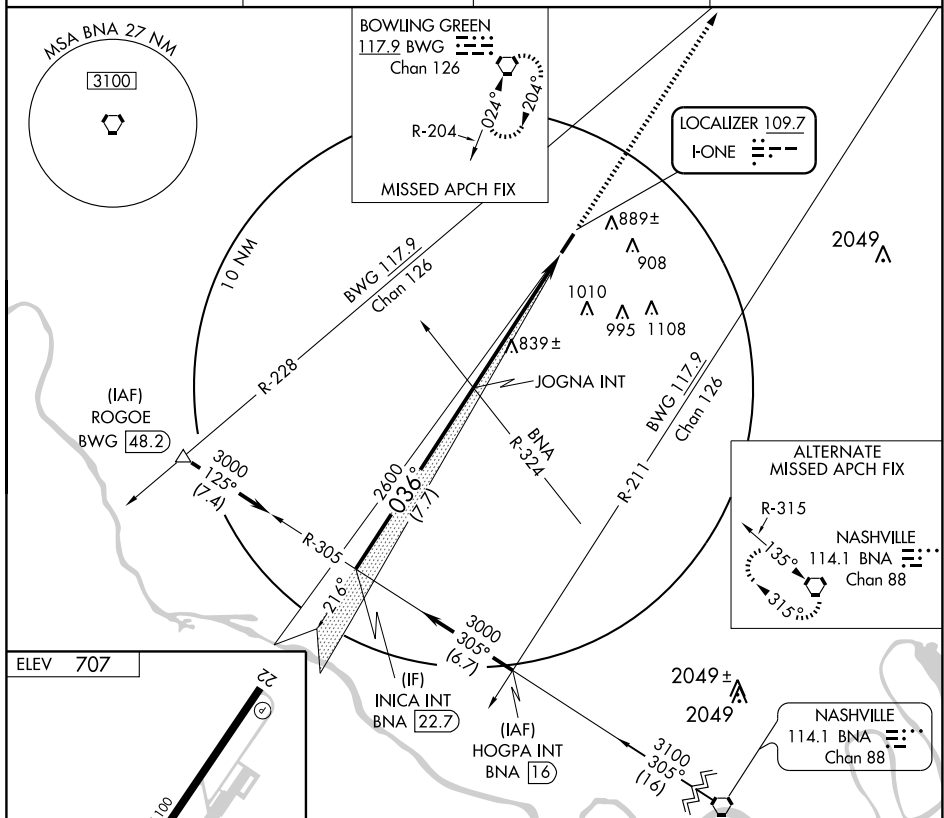
LOC RWY 4
SPRINGFIELD ROBERTSON COUNTY (M91)

  NA	When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.
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AWOS-3
120.675

NASHVILLE APP CON
119.35 385.55

GCO
121.725

UNICOM
23.0 (CTAF) **L**

SPRINGFIELD, TENNESSEE

SPRINGFIELD ROBERTSON COUNTY (M91)

Amdt 2 09183

36°32'N - 86°55'W

LOC RWY 4

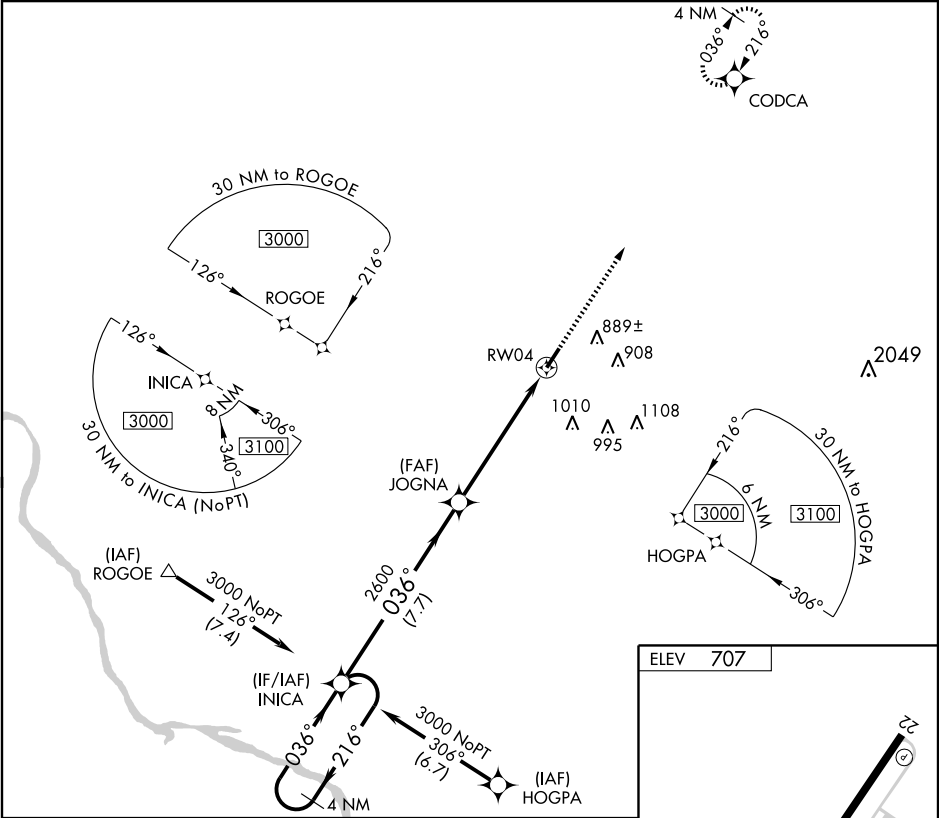
SE-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5005
036°	TDZE	700
	Apt Elev	707

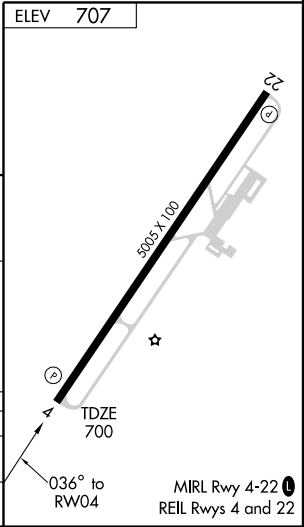
RNAV (GPS) RWY 4
SPRINGFIELD ROBERTSON COUNTY (M91)

<p>▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.</p> <p>▲ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct CODCA and hold.</p>
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AWOS-3 120.675	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 123.0 (CTAF) ①
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4 NM Holding Pattern					3000	CODCA
<p>INICA</p> <p>JOGNA</p> <p>3000 ← 216°</p> <p>→ 036°</p> <p>036°</p> <p>2600</p> <p>3.05°</p> <p>TCH 40</p> <p>1.1 NM to RW04</p> <p>RW04</p> <p>7.7 NM</p> <p>4.7 NM</p> <p>1.1</p>						
VGSJ and descent angles not coincident.						
CATEGORY	A	B	C	D		
LNAV MDA	1100-1 400 (400-1)				1100-1¼ 400 (400-1¼)	
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)		1300-2 593 (600-2)	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

APP CRS
216°

Rwy Idg	5005
TDZE	707
Apt Elev	707

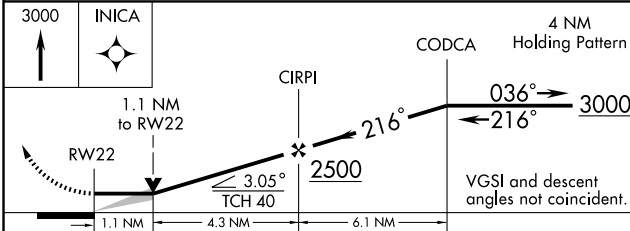
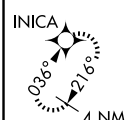
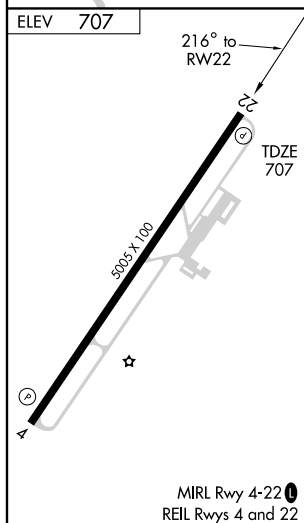
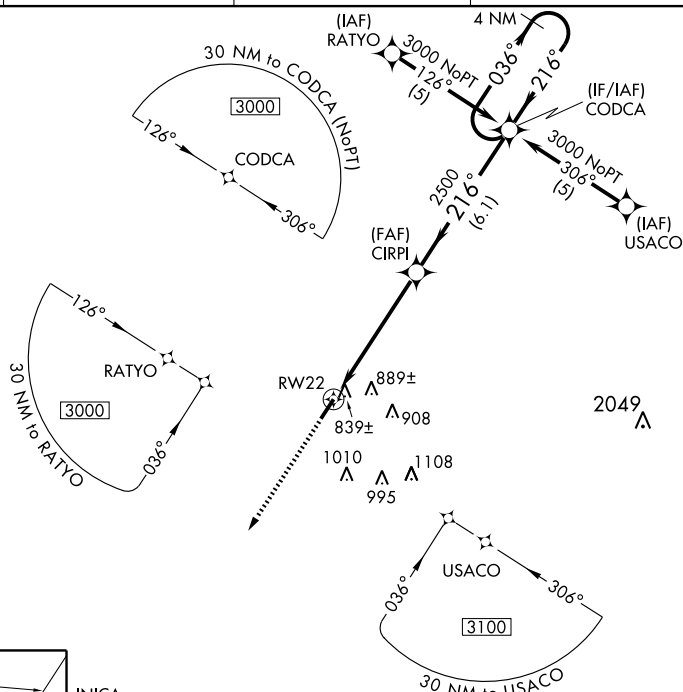
RNAV (GPS) RWY 22
SPRINGFIELD ROBERTSON COUNTY (M91)

MISSED APPROACH: Climb to 3000 direct INCA and hold.

AWOS-3
120.675

NASHVILLE APP CON
119.35 385.55

GCO
121.725

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1½ 393 (400-1½)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SPRINGFIELD, TENNESSEE
Orig 09183

36° 32' N-86° 55' W

SPRINGFIELD ROBERTSON COUNTY (M91)
RNAV (GPS) RWY 22

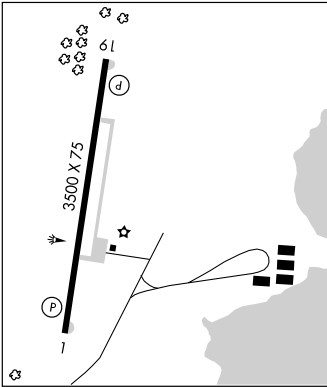
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

TIPTONVILLE

REELFOOT LAKE (ØM2) 9 NE UTC-6(-5DT) N36°28.52' W89°20.77'
289 B S4 NOTAM FILE MKL
RWY 01-19: H3500X75 (ASPH) S-25, D-37
RWY 01: PAPI(P2L)—GA 4.0°TCH 26'. Trees.
RWY 19: PAPI(P2L)—GA 4.0°TCH 31'. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Maintain 2000 ft over Lake E of arpt
(Federal Game Refuge). Rotating bcn OTS indef. Rwy 01 PAPI OTS
indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'
W89°54.69' 097° 27.8 NM to fld. 280/03E.

ST LOUIS
L-16H



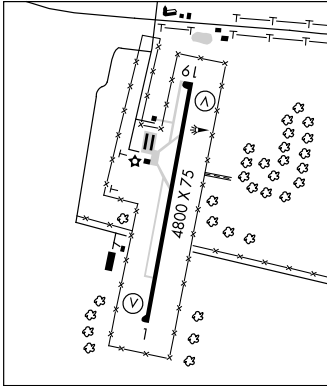
TRAINER N36°14.97' W88°24.92' NOTAM FILE MKL.
NDB (MHW) 410 TIQ 017° 5.5 NM to Henry Co.

ST LOUIS
L-16H

TRENTON

GIBSON CO (TGC) 5 SE UTC-6(-5DT) N35°55.95' W88°50.94'
359 B FUEL 100LL, JET A OX 1 NOTAM FILE MKL
RWY 01-19: H4800X75 (ASPH) S-30 MIRL
RWY 01: REIL. VASI(V2L). Trees.
RWY 19: REIL. VASI(V2L). Tree.
AIRPORT REMARKS: Attended Tue-Sat 1500-2300Z±, Sun
1900-2200Z±, clsd Mon. Rwy 01 VASI OTS indef. Rwy 19 REIL
OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓜ MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'
W89°19.06' 100° 23.4 NM to fld. 380/03E. HIWAS.

MEMPHIS
L-16H
IAP



TRI-CITIES RGNL TN/VA (See BRISTOL/JOHNSON/KINGSPORT)

▼

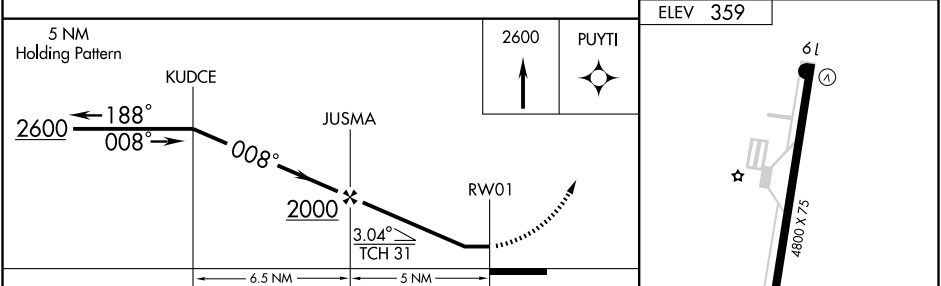
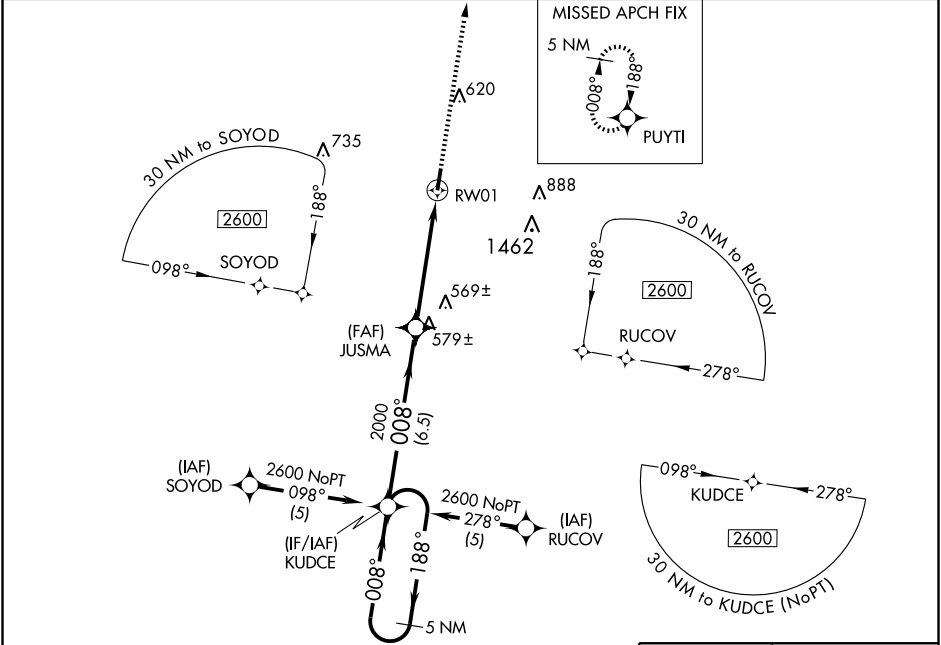
▲ NA

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Straight-in minimums NA at night. Circling to Rwy 1 NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

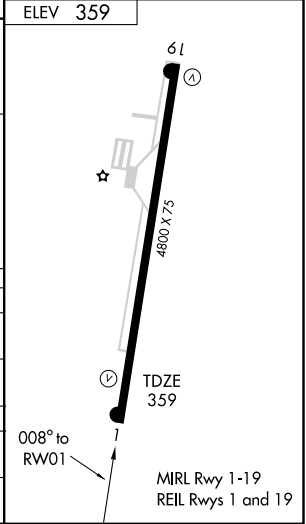
MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	820-1 461 (500-1)		820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
RNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)



▼

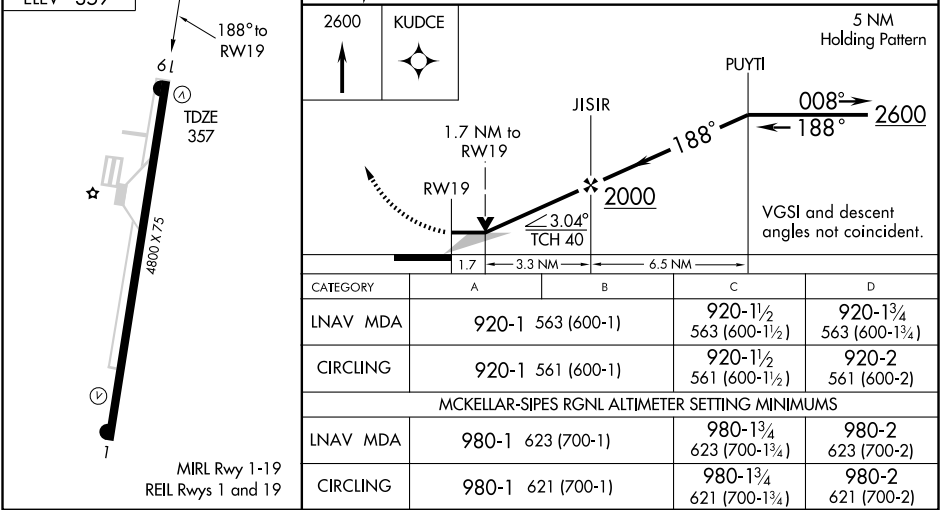
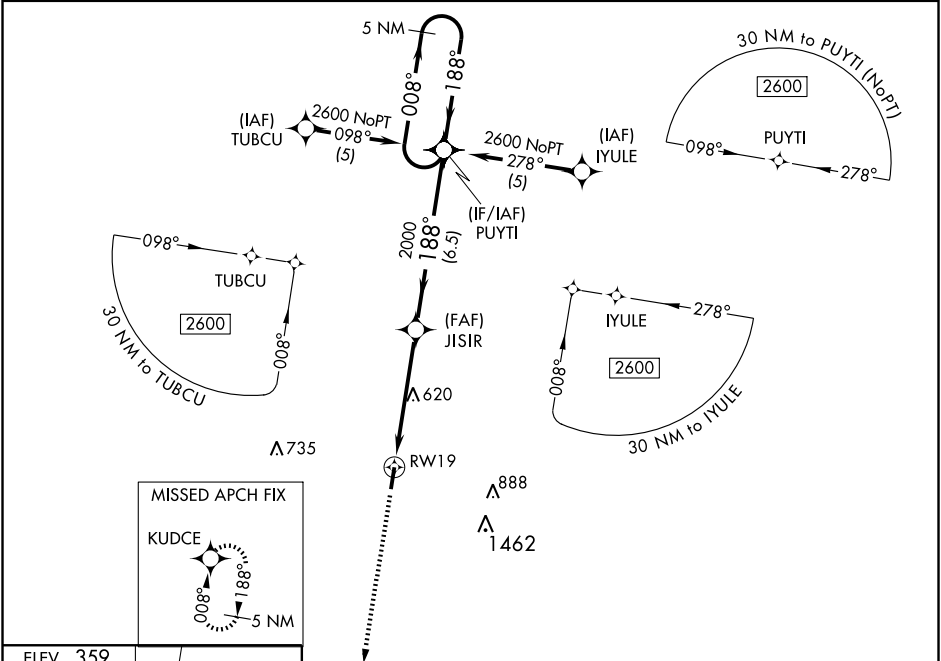
▲ NA

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.8 (CTAF)



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

TRENTON, TENNESSEE

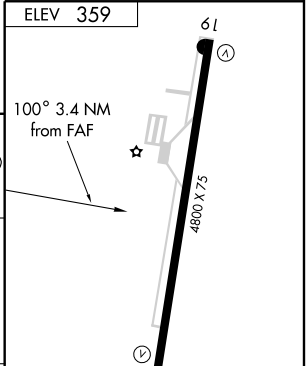
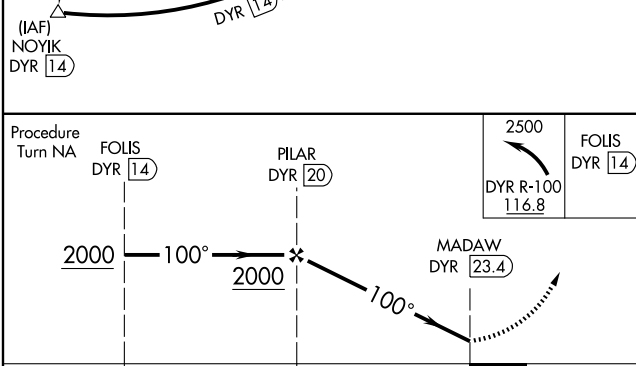
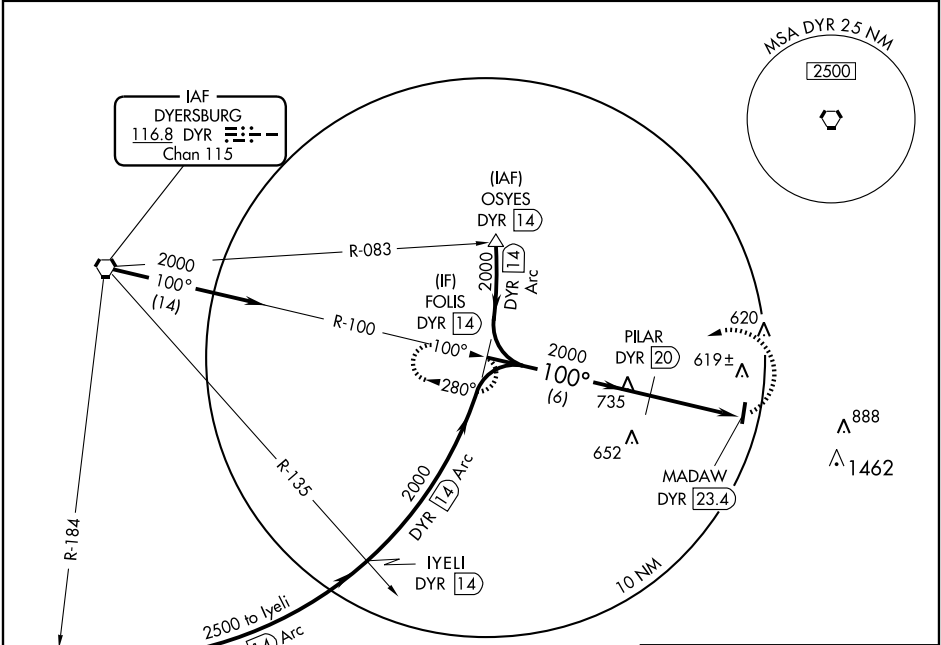
AL-5820 (FAA)

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	100°	TDZE	N/A
Chan 115		Apt Elev	359

VOR/DME-A
TRENTON / GIBSON COUNTY (TGC)

<p>▼ Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.</p>
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MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTITUDE SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

MIRL Rwy 1-19	Knots	60	90	120	150	180
REIL Rwys 1 and 19	Min:Sec					

TRENTON, TENNESSEE
Amdt 6 07298

35°56'N-88°51'W

TRENTON / GIBSON COUNTY (TGC)
VOR/DME-A

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

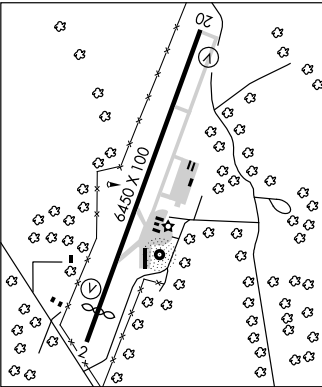
ABERNATHY FLD (See PULASKI)

ARNOLD AFB (KAYX)(AYX) AF 6 E UTC-6(-5DT) N35°23.55' W86°05.15' ATLANTA
1065 B NOTAM FILE BNA Not insp. H-6K, 9A, L-16J
RWY 03-21: H6000X150 (ASPH) PCN 35 F/B/X/T DIAP
RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 45'.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 45'.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA-6000 TODA-6000
RWY 21: TORA-6000 TODA-6000
MILITARY SERVICE: JASU A/M32-86, A/M32-60 **FUEL** J8 **OIL** JOAP 24 hr PN **TRAN ALERT** Tran maintenance support extremely limited.
MILITARY REMARKS: PPR, CLOSED weekend and holidays. **RSTD** Official Business Only. PPR 24 hr prior notice rqr. Ctc Base OPS Mon-Fri 1300-2100Z±, DSN 340-7752/7689, C931-454-7752/7689 for PPR number.
CAUTION: Deer and bird haz. Ctc Base OPS 10 min prior to ldg for arr info and wildlife watch update. Ldg at pilot's discretion. C-130 airdrop or copter opr in vicinity possible. **TFC PAT** Overhead 2500'. Avoid overflight of large rocket test facility 1 NM E.
WEATHER DATA SOURCES: AWOS-3 128.325. C931-454-2052.
COMMUNICATIONS: CTAF/UNICOM 126.2 257.975
Ⓡ **MEMPHIS APP/DEP CON** 126.75 353.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 121° 20.1 NM to fld. 814/01W.
TULLAHOMA RGNL (T) VORW 109.65 UXM N35°22.83' W86°14.75' 088° 7.9 NM to fld.

ARNOLD FLD (See HALLS)

ATHENS

McMINN CO (MMI) 3 SE UTC-5(-4DT) N35°23.95' W84°33.71' ATLANTA
874 B S4 **FUEL** 100LL, JET A NOTAM FILE BNA H-9A, 12F, L-25A
RWY 02-20: H6450X100 (ASPH) S-30, D-42 MIRL 0.8% up N IAP
RWY 02: REIL. SAVASI(S2L). Thld dsplcd 949'. Trees.
RWY 20: REIL. SAVASI(S2L).Trees.
AIRPORT REMARKS: Attended 1330-1030Z±. PAEW invof Rwy 02-20.
WEATHER DATA SOURCES: AWOS-3 125.425 (423) 745-3422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KNOXVILLE APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.
HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 140° 30.6 NM to fld. 3040/02W. HIWAS.
NDB (MHW) 242 MMI N35°23.68' W84°33.70' at fld.
NOTAM FILE BNA. NDB unmonitored 0130-1330Z±.



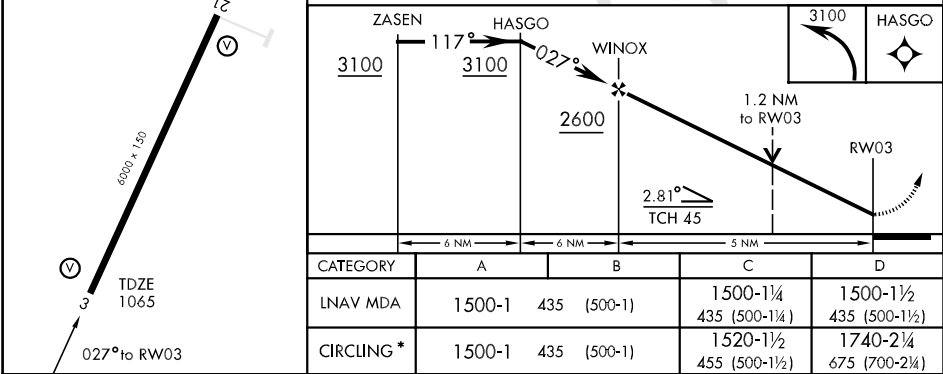
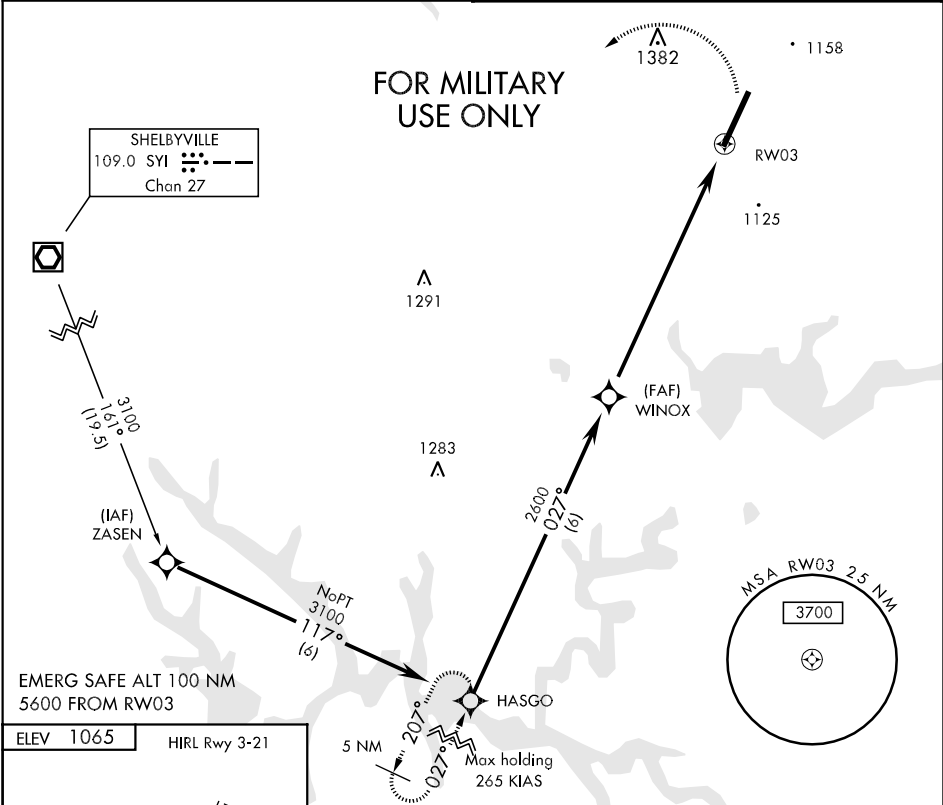
BEECH RIVER RGNL (See LEXINGTON-PARSONS)

BENFI N35°44.53' W84°04.87' NOTAM FILE TYS. ATLANTA
NDB (LOM) 353 TY 049° 5.9 NM to Mc Ghee Tyson. L-25B

BENTON

CHILHOWEE GLIDERPORT (92A) 4 NE UTC-5(-4DT) N35°13.59' W84°35.10' ATLANTA
770 NOTAM FILE BNA
RWY 03-21: 2600X200 (TURF)
RWY 03: Thld dsplcd 400'. P-line. RWY 21: Thld dsplcd 200'. P-line. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 03-21 surface uneven. Rwy 03-21 center 50 ft portion only marked with in-ground white painted markers. Rwy 03-21 dsplcd thlds marked with in-ground white painted markers. Rws 03-21 thld marked with in-ground white painted markers.
COMMUNICATIONS: CTAF 122.9

APCH CRS 027°	Rwy Idg 6000 TDZE 1065 Arpt Elev 1065	AL-5731 [USAF]	ARNOLD AFB (AYX)
* Circling not authorized W of Rwy 3-21. DME/DME RNP-0.3 NA		MISSED APPROACH: Turn left climbing to 3100 direct HASGO and hold.	
MEMPHIS CENTER 126.75 353.5		ATIS/UNICOM ★ 126.2 257.975	



SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 21

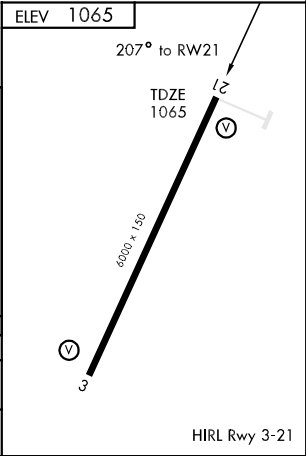
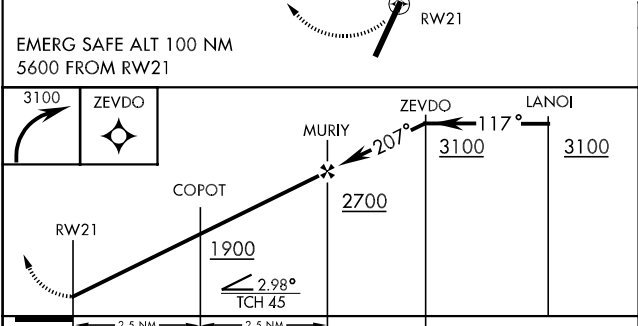
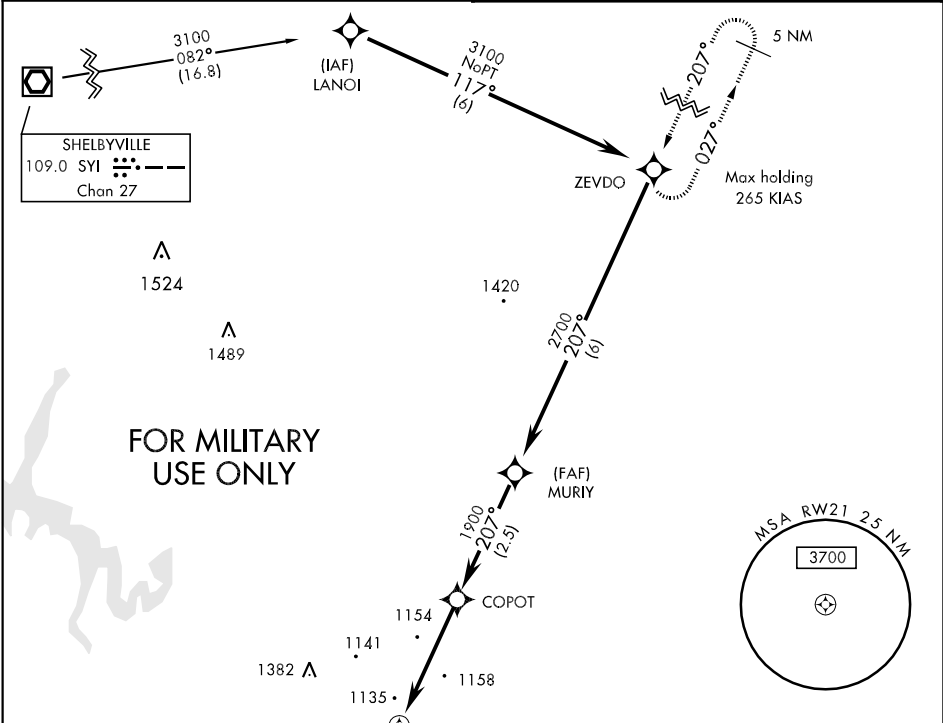
APCH CRS	Rwy Idg	6000
207°	TDZE	1065
	Arpt Elev	1065

AL-5731 [USAF]

ARNOLD AFB (AYX)

* Circling not authorized W of Rwy 3-21. DME/DME RNP-0.3 NA	MISSED APPROACH: Turn right climbing to 3100 direct ZEVDO and hold.
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MEMPHIS CENTER 126.75 353.5	ATIS/UNICOM ★ 126.2 257.975
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CATEGORY	A	B	C	D
RNAV MDA	1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	1500-1¾ 435 (500-1¾)
CIRCLING *	1500-1 435 (500-1)	1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)	

TULLAHOMA, TENNESSEE

Orig 10126

35°24'N-86°05'W

ARNOLD AFB (AYX)

RNAV (GPS) RWY 21

SE-1, 26 AUG 2010 to 23 SEP 2010

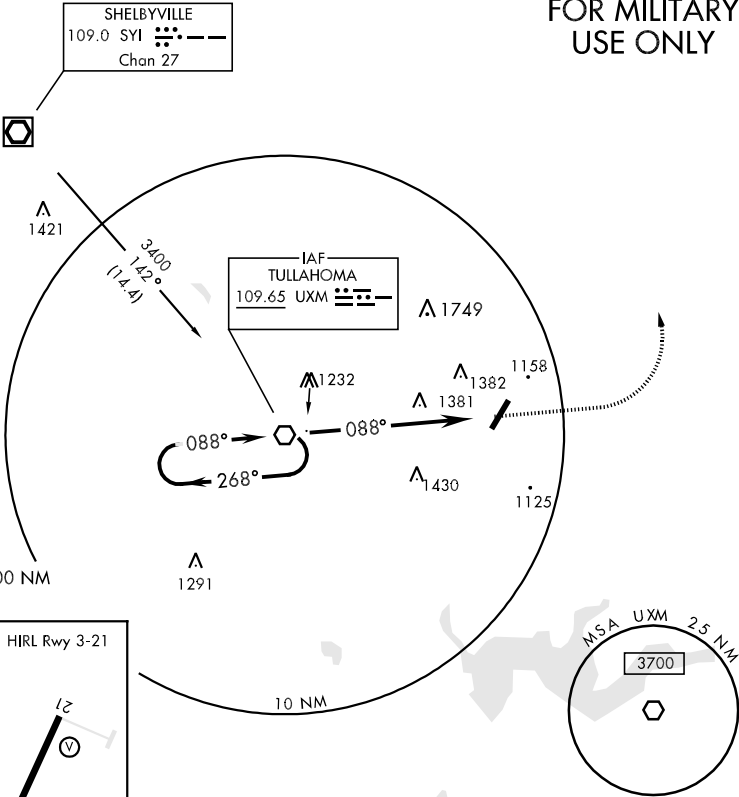
SE-1, 26 AUG 2010 to 23 SEP 2010

VOR UXM 109.65	APCH CRS 088°	Rwy Idg TDZE Arpt Elev 6000 1065 1065	AL-5731 [USAF]	ARNOLD AFB (AYX)
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MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

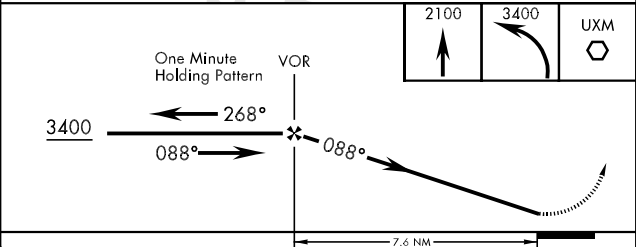
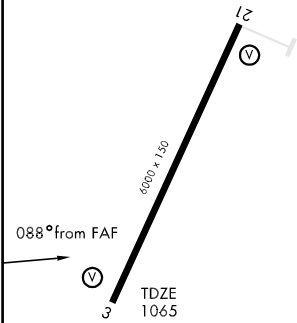
MEMPHIS CENTER 126.75 353.5	ATIS/UNICOM ★ 126.2 257.975
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FOR MILITARY
USE ONLY



EMERG SAFE ALT 100 NM
5600 FROM UXM

ELEV 1065 HIRL Rwy 3-21



FAF to MAP 7.6 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1740-1	675 (700-1)	1740-2	1740-2 ¼
Min:Sec	7:36	5:04	3:48	3:02	2:32				675 (700-2)	675 (700-2 ¼)

SE-1, 26 AUG 2010 to 23 SEP 2010

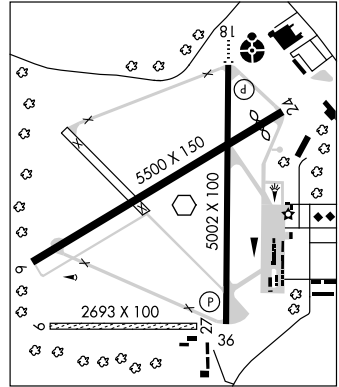
SE-1, 26 AUG 2010 to 23 SEP 2010

TULLAHOMA RGNL ARPT/WM NORTHERN FLD (THA) 2 NW UTC-6(-5DT)

ATLANTA

H-6K, 9A, L-16J
IAP

N35°22.80' W86°14.80'
 1083 B S4 FUEL 100, JET A NOTAM FILE BNA
RWY 06-24: H5500X150 (ASPH-CONC)
RWY 06: Tree. **RWY 24:** Thld dsplcd 501'. Tree.
RWY 18-36: H5002X100 (ASPH-CONC) S-37 MIRL
RWY 18: ODALS. REIL. PAPI(P2L)—GA 3.25° TCH 34'. Trees.
RWY 36: REIL. PAPI(P2L)—GA 2.75° TCH 48'. Tree.
RWY 09-27: 2693X100 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Geese and deer on and infov
 arpt. ACTIVATE MIRL Rwy 18-36 and ODALS Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS-3 128.325 (931) 454-2052.
COMMUNICATIONS: CTAF/UNICOM 123.0
MEMPHIS CENTER APP/DEP CON 126.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'
 W86°26.35' 140° 14.4 NM to fld. 814/01W.
(T) VORW 109.65 UXM N35°22.83' W86°14.75' at fld.
BURMI NDB (MHW) 332 ULH N35°27.70' W86°14.50' 186°
 4.9 NM to fld. Unmonitored 0000-1400Z‡.
SDF 110.9 THA Rwy 18. Unmonitored 0000-1400Z‡.



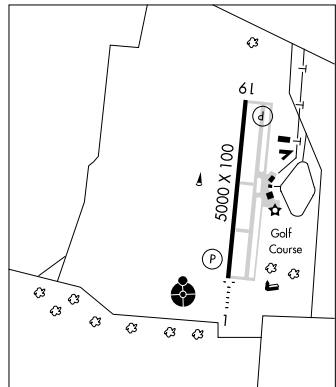
UNION CITY

EVERETT-STEWART RGNL (UCY) 4 SE UTC-6(-5DT) N36°22.91' W88°59.13'

ST LOUIS

H-6J, L-16H
IAP

336 B S4 FUEL 100LL, JET A NOTAM FILE MKL
RWY 01-19: H5000X100 (ASPH) S-45, D-60 MIRL 0.5% up S
RWY 01: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tank.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 27'. P-line.
AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1300-0100Z‡, Sun
 1830-2300Z‡, Nov-Mar Mon-Sat 1300-2300Z‡, Sun
 1830-2300Z‡. Aerobatic activity infov arpt. If sfc winds favor Rwy
 01, rgt tfc for that rwy in effect when aerobatic area is active.
 ACTIVATE ODALS Rwy 01—CTAF.
WEATHER DATA SOURCES: AWOS-3 135.325 (731) 885-9161.
COMMUNICATIONS: CTAF/UNICOM 122.7
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'
 W89°19.06' 033° 27.1 NM to fld. 380/03E. **HIWAS.**
OBION NDB (MHW/LOM) 212 UC N36°17.86' W88°59.69'
 005° 5.1 NM to fld. NOTAM FILE MKL. Unmonitored.
ILS 109.7 I-UCY Rwy 01. LOM OBION NDB.



UPPER CUMBERLAND RGNL (See SPARTA)

VERONA N35°30.03' W86°48.58' NOTAM FILE MKL.
NDB (MHW) 251 LUG at Ellington. Unmonitored 0100-1300Z‡.

ATLANTA

L-16J

VOLUNTEER N35°54.29' W83°53.68' NOTAM FILE TYS.
(H) VORTAC 116.4 VXV Chan 111 224° 7.4 NM to Mc Ghee Tyson. 1290/03W. **HIWAS**
RCO 122.1R 116.4T (NASHVILLE RADIO)

ATLANTA

H-9B, 126, L-25B

WALTER HILL N35°57.67' W86°22.26' NOTAM FILE BNA.
NDB (MHW) 371 FQW 186° 5.0 NM to Murfreesboro Muni.

ATLANTA

L-16J

WARREN CO MEML (See McMINNVILLE)

WARRI N35°45.15' W85°45.85' NOTAM FILE BNA.
NDB (MHW) 209 RN 232° 5.1 NM to Warren Co Meml. NDB unmonitored.

ATLANTA

L-25A

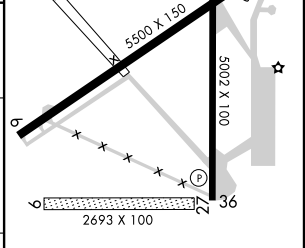
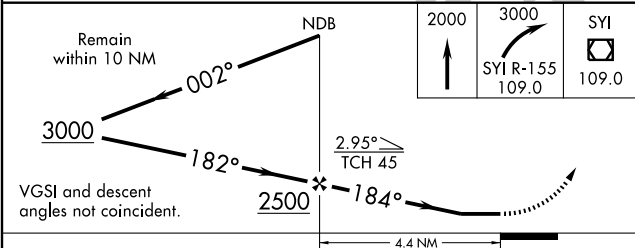
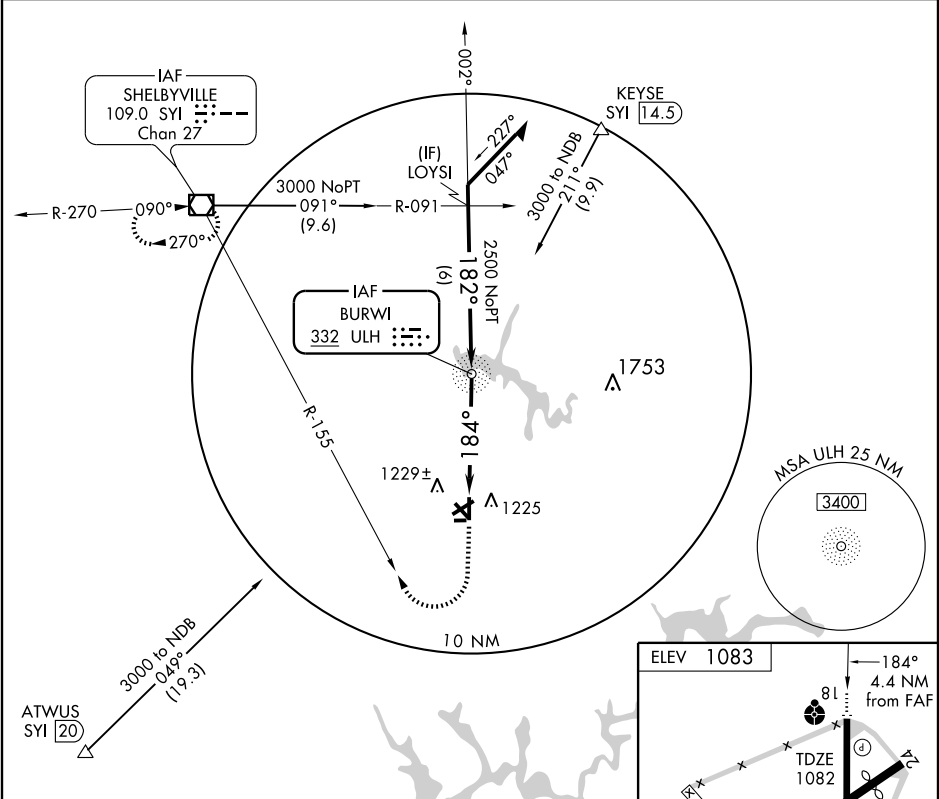
NDB ULH	APP CRS	Rwy Idg	5002
332	184°	TDZE	1082
		Apt Elev	1083

NDB RWY 18

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

<div><div>▼</div><div>▲ NA</div></div>	If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.	<div><div>ODALS</div><div></div></div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.
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AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1540-3/4 458 (500-3/4)	1540-1 458 (500-1)	1540-1 458 (500-1)	1540-1 458 (500-1)
CIRCLING	1540-1 457 (500-1)	1540-1 457 (500-1)	1540-1 457 (500-1)	1540-1 457 (500-1)

FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

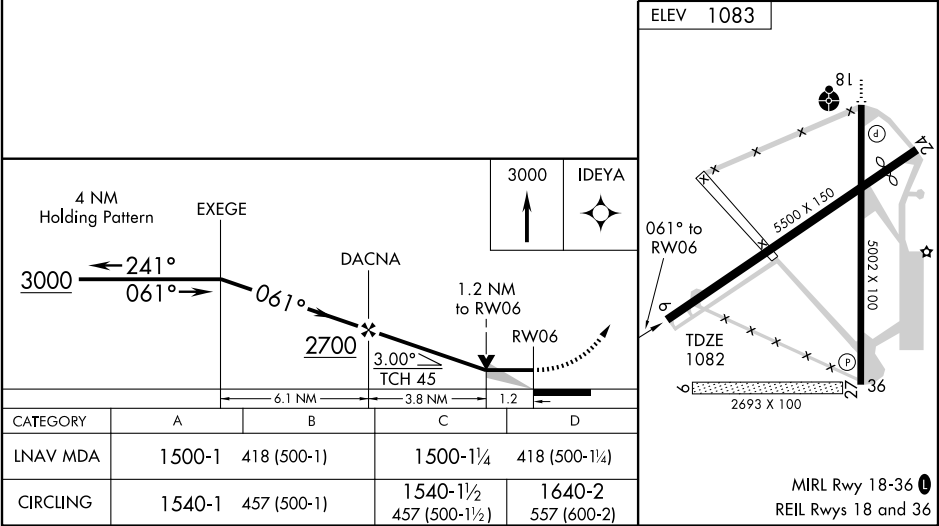
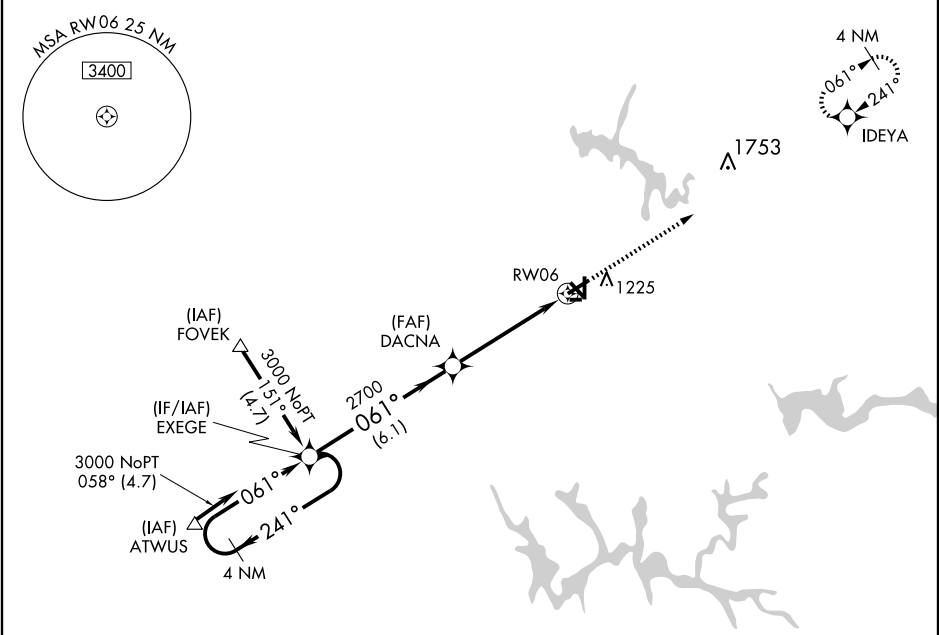
▼

▲ NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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▼

NA

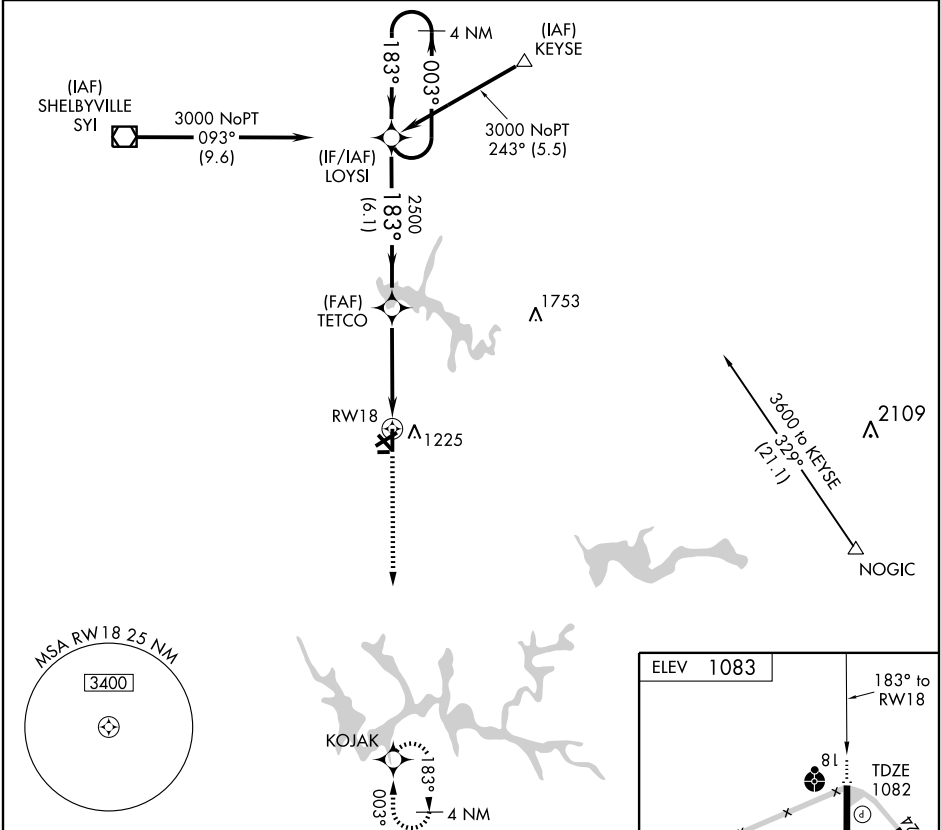
DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

ODALS

MISSED APPROACH:

Climb to 3300 direct KOJAK and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0(CTAF) 0
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4 NM Holding Pattern

LOYSI

3000

003°

183°

183°

TETCO

2500

1.1 NM to RW18

3.00°

TCH 45

3.2 NM

1.1

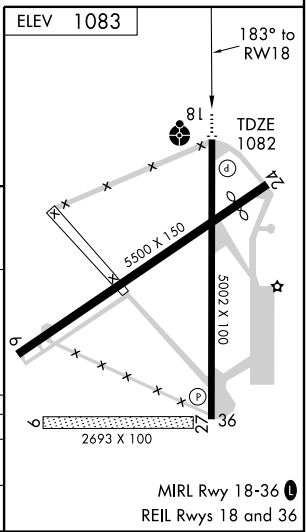
RW18

3300

KOJAK

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
RNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½	1640-2



▼

NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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The main chart displays the RNAV (GPS) RWY 24 approach. Key features include:

- Waypoints:** (IAF) KEYSE, (IF/IAF) IDEYA, (FAF) HUSKU, and RW24.
- Altitudes:** 3500 (15.1°/18.8°), 2700 (6.1°), 2109, 1753, 1209±, and 1225.
- Navigation Aids:** EXEGE (4 NM), MSA RW24 25 NM (3400), and SHELBYVILLE SYI (3500, 082°/14.5°).
- Obstacles:** 2109 M, 81 M, and 36 M.
- Angles:** 061°, 241°, 328° (12.3°), and 3.00°.

This diagram provides a detailed view of the approach and holding pattern. It shows the 4 NM holding pattern at 3500 feet, the 1.2 NM distance to RW24, and the 3.00° angle. The runway details include the 2693 x 100 dimensions and the 36 M obstacle.

This diagram shows the runway details, including the 2693 x 100 dimensions, the 36 M obstacle, and the 3.00° angle. It also shows the 5500 x 150 dimensions and the 81 M obstacle.

TULLAHOMA, TENNESSEE

Orig-C 09295

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

35° 23'N-86° 15'W

RNAV (GPS) RWY 24

APP CRS	Rwy Idg	5002
003°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 36

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

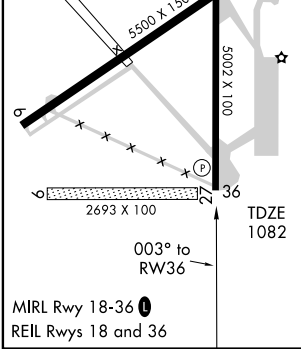
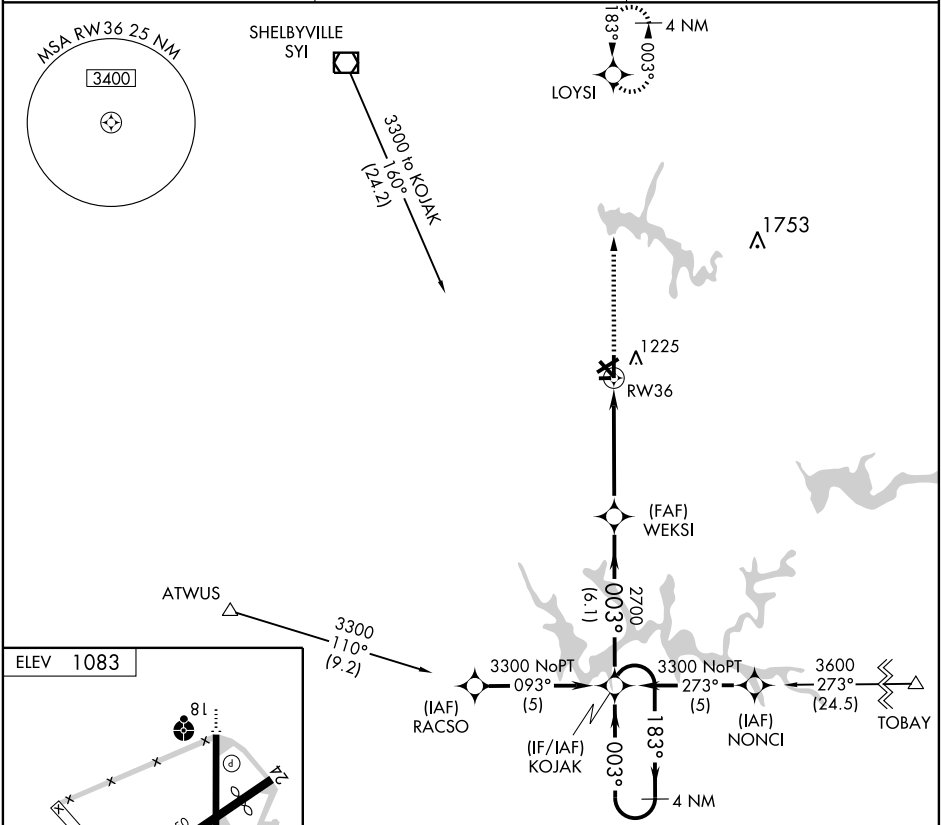
▼

NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minus NA at night. Circling to Rwy 9-27 NA at night. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0(CTAF) 0
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3000	LOYSI				
CATEGORY	A	B	C	D	
LNAV MDA	1480-1 398 (400-1)			1480-1¼ 398 (400-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)		1640-2 557 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

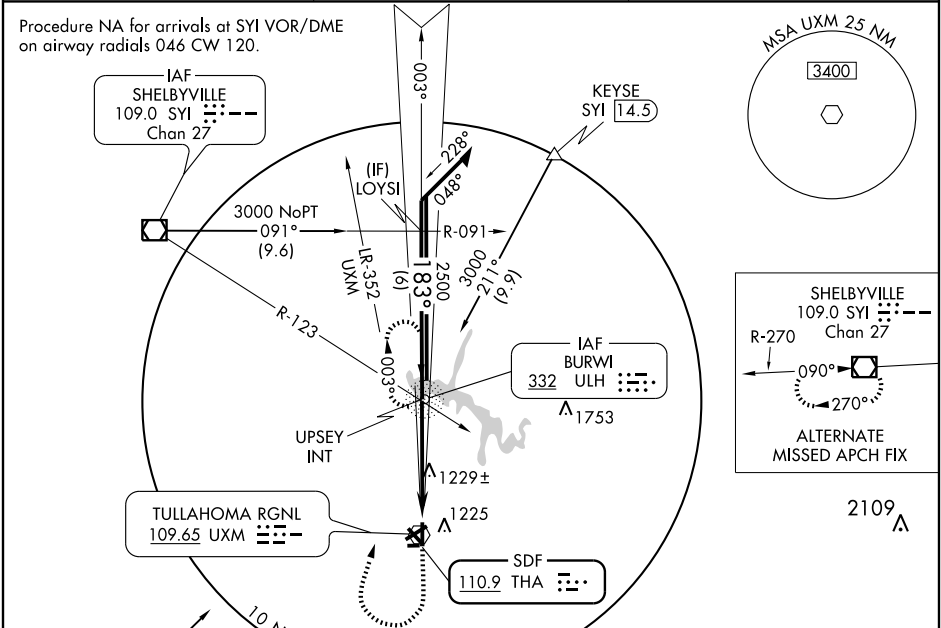
SE-1, 26 AUG 2010 to 23 SEP 2010

SDF THA	APP CRS	Rwy Idg	5002
110.9	183°	TDZE	1082
		Apt Elev	1083

SDF RWY 18
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

<p>▼ NA</p> <p>When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility ¼ mile, Cat D ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.</p>	<p>ODALS</p> <p>...</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.</p>
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AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 1
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VOR UXM	APP CRS	Rwy Idg	5500
109.65	069°	TDZE	1082
		Apt Elev	1083

VOR RWY 6

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

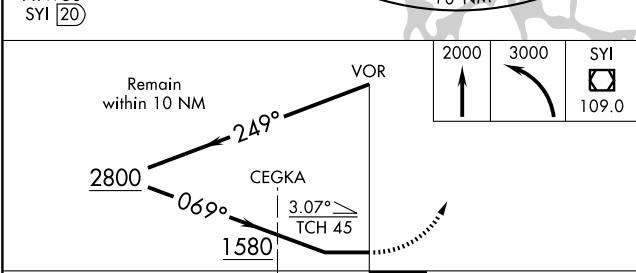
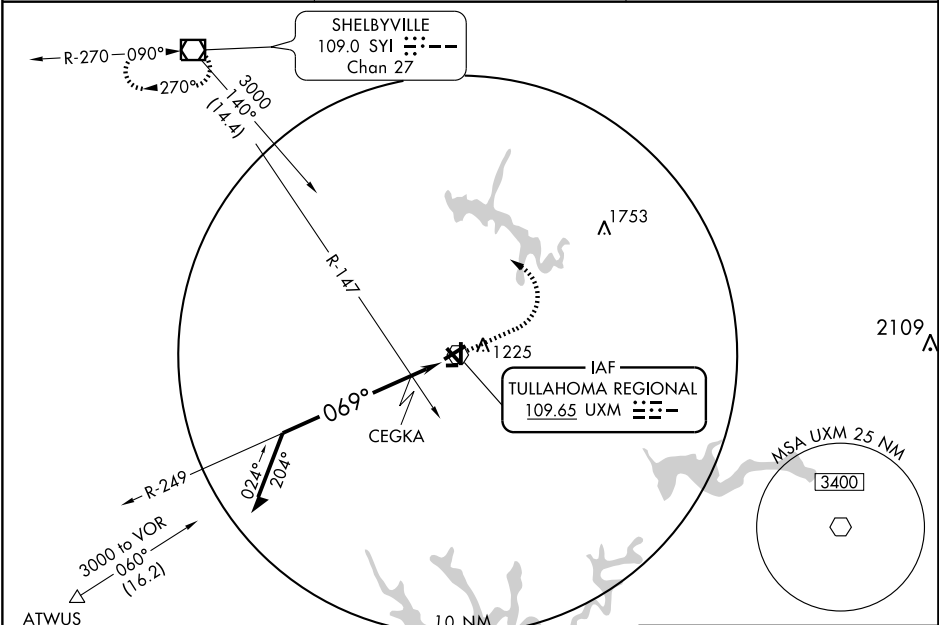
▼

▲ NA

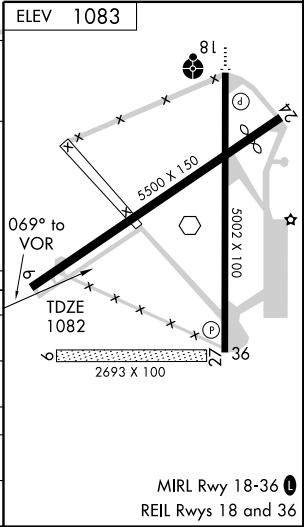
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SY1 VOR/DME and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1 1/4 498 (500-1/4)	1580-1 1/2 498 (500-1/2)
CIRCLING	1580-1	497 (500-1)	1580-1 1/2 497 (500-1/2)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1 1/4 418 (500-1/4)	
CIRCLING	1540-1	457 (500-1)	1540-1 1/2 457 (500-1/2)	1640-2 557 (600-2)



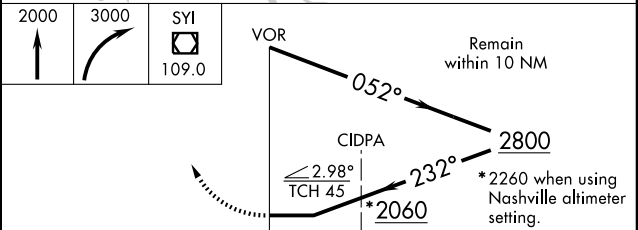
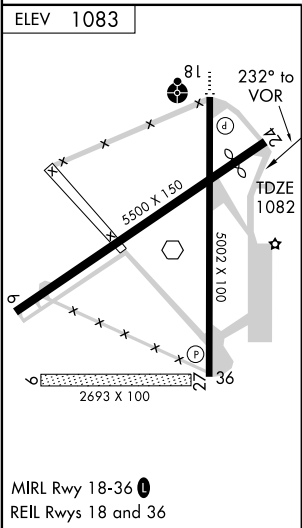
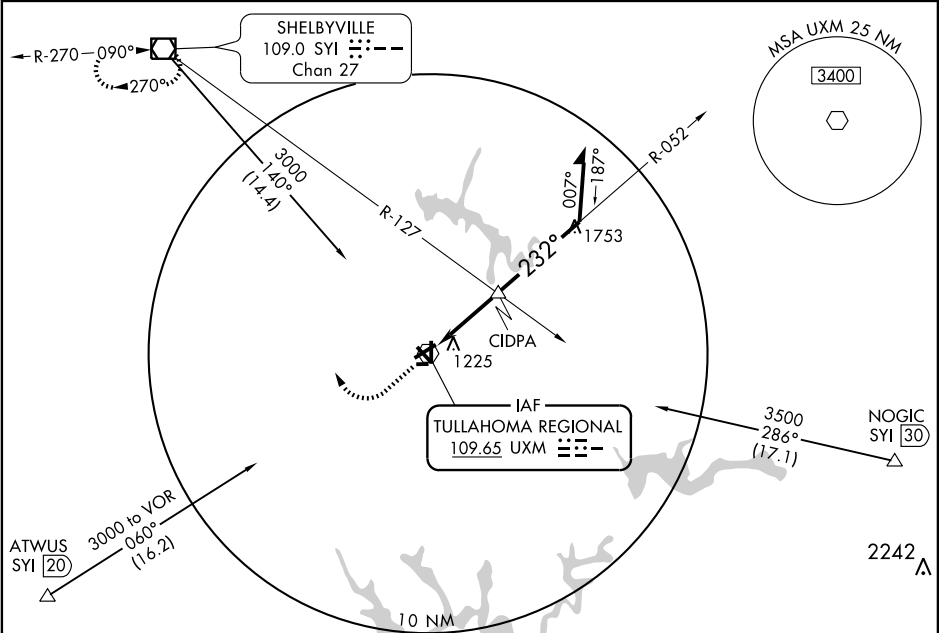
VOR UXM	APP CRS	Rwy Idg	4999
109.65	232°	TDZE	1082
		Apt Elev	1083

VOR RWY 24

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

<p>▼</p> <p>▲ NA</p>	If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.
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AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1, 26 AUG 2010 to 23 SEP 2010

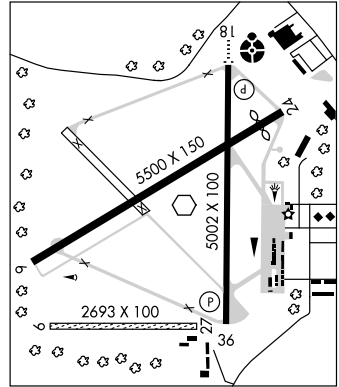
SE-1, 26 AUG 2010 to 23 SEP 2010

TULLAHOMA RGNL ARPT/WM NORTHERN FLD (THA) 2 NW UTC-6(-5DT)

ATLANTA

H-6K, 9A, L-16J
IAP

N35°22.80' W86°14.80'
1083 B S4 FUEL 100, JET A NOTAM FILE BNA
RWY 06-24: H5500X150 (ASPH-CONC)
RWY 06: Tree. RWY 24: Thld dsplcd 501'. Tree.
RWY 18-36: H5002X100 (ASPH-CONC) S-37 MIRL
RWY 18: ODALS. REIL. PAPI(P2L)—GA 3.25° TCH 34'. Trees.
RWY 36: REIL. PAPI(P2L)—GA 2.75° TCH 48'. Tree.
RWY 09-27: 2693X100 (TURF)
RWY 09: Trees. RWY 27: Trees.
AIRPORT REMARKS: Attended dalgt hrs. Geese and deer on and infov
arpt. ACTIVATE MIRL Rwy 18-36 and ODALS Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS-3 128.325 (931) 454-2052.
COMMUNICATIONS: CTAF/UNICOM 123.0
MEMPHIS CENTER APP/DEP CON 126.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'
W86°26.35' 140° 14.4 NM to fld. 814/01W.
(T) VORW 109.65 UXM N35°22.83' W86°14.75' at fld.
BURMI NDB (MHW) 332 ULH N35°27.70' W86°14.50' 186°
4.9 NM to fld. Unmonitored 0000-1400Z±.
SDF 110.9 THA Rwy 18. Unmonitored 0000-1400Z±.



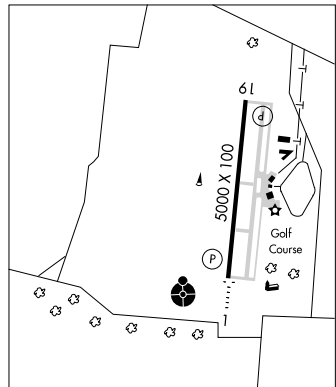
UNION CITY

VERETT-STEWART RGNL (UCY) 4 SE UTC-6(-5DT) N36°22.91' W88°59.13'

ST LOUIS

H-6J, L-16H
IAP

336 B S4 FUEL 100LL, JET A NOTAM FILE MKL
RWY 01-19: H5000X100 (ASPH) S-45, D-60 MIRL 0.5% up S
RWY 01: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tank.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 27'. P-line.
AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1300-0100Z±, Sun
1830-2300Z±, Nov-Mar Mon-Sat 1300-2300Z±, Sun
1830-2300Z±. Aerobatic activity infov arpt. If sfc winds favor Rwy
01, rgt tfc for that rwy in effect when aerobatic area is active.
ACTIVATE ODALS Rwy 01—CTAF.
WEATHER DATA SOURCES: AWOS-3 135.325 (731) 885-9161.
COMMUNICATIONS: CTAF/UNICOM 122.7
® MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'
W89°19.06' 033° 27.1 NM to fld. 380/03E. HIWAS.
OBION NDB (MHW/LOM) 212 UC N36°17.86' W88°59.69'
005° 5.1 NM to fld. NOTAM FILE MKL. Unmonitored.
ILS 109.7 I-UCY Rwy 01. LOM OBION NDB.



UPPER CUMBERLAND RGNL (See SPARTA)

VERONA N35°30.03' W86°48.58' NOTAM FILE MKL.
NDB (MHW) 251 LUG at Ellington. Unmonitored 0100-1300Z±.

ATLANTA

L-16J

VOLUNTEER N35°54.29' W83°53.68' NOTAM FILE TYS.
(H) VORTAC 116.4 VXV Chan 111 224° 7.4 NM to Mc Ghee Tyson. 1290/03W. HIWAS
RCO 122.1R 116.4T (NASHVILLE RADIO)

ATLANTA

H-9B, 126, L-25B

WALTER HILL N35°57.67' W86°22.26' NOTAM FILE BNA.
NDB (MHW) 371 FQW 186° 5.0 NM to Murfreesboro Muni.

ATLANTA

L-16J

WARREN CO MEML (See McMINNVILLE)

WARRI N35°45.15' W85°45.85' NOTAM FILE BNA.
NDB (MHW) 209 RN 232° 5.1 NM to Warren Co Meml. NDB unmonitored.

ATLANTA

L-25A

UNION CITY, TENNESSEE

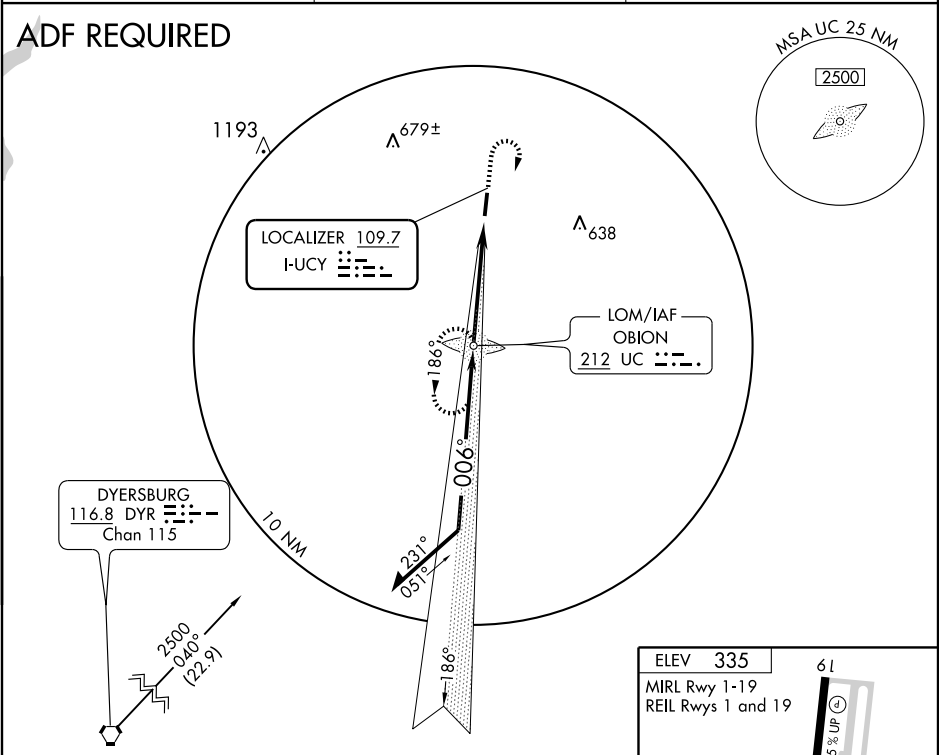
AL-5525 (FAA)

LOC I-UCY	APP CRS	Rwy Idg	5000
109.7	006°	TDZE	335
		Apt Elev	335

ILS or LOC RWY 1
UNION CITY/EVERETT-STEWART RGNL (UCY)

<div><div></div><div>NA</div></div> <div>Inoperative table does not apply to S-LOC 1 Cat. C.</div>	<div><div></div><div>ODALS</div></div> <div></div>	MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.
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AWOS-3 135,325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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	Remain within 10 NM	LOM	1300	2500	UC
	186°	1876			212
2000	006°				
GS 3.00° TCH 39	1900				
		4.7 NM			
CATEGORY	A	B	C	D	
S-ILS 1		535-¾	200 (200-¾)		
S-LOC 1	760-¾	425 (500-¾)	760-1¼	425 (500-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)	

ELEV 335	61
MIRL Rwy 1-19	
REIL Rwys 1 and 19	
5000 X 100	424
TDZE 335	
006° 4.7 NM from FAF	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

UNION CITY, TENNESSEE
Orig-A 08157

UNION CITY/EVERETT-STEWART RGNL (UCY)
36° 23'N-88° 59'W
ILS or LOC RWY 1

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40099 W01A

APP CRS 006°

Rwy ldg 5000 TDZE 335 Apt Elev 335

▼

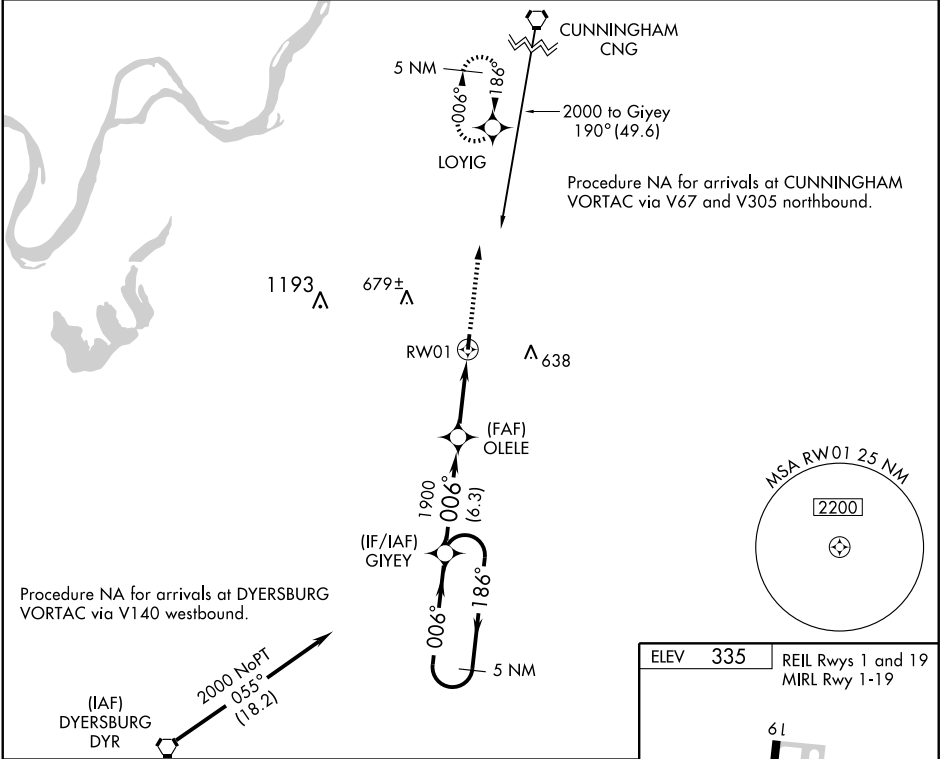
▲

DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

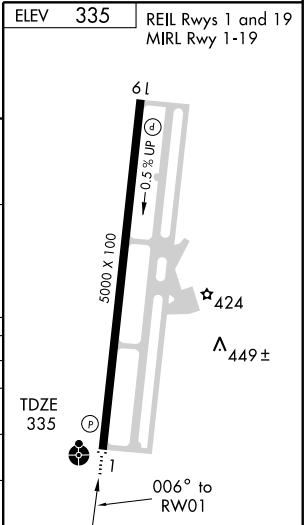
ODALS

MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern		GIYEG		2900 ↑		LOYIG ✦	
2000 ← 186° GS 3.00° TCH 39		006° →		006°		* 1.1 NM to RW01 * LNAV only	
VGS1 and descent angles not coincident.		1900		RW01			
		6.3 NM		3.7 NM		1.1	
CATEGORY	A	B	C	D			
LPV DA	585-¾		250 (300-¾)				
LNAV/ VNAV DA	NA						
LNAV MDA	700-¾ 365 (400-¾)					700-1¼ 365 (400-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)			



Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GIYEV and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at CUNNINGHAM VORTAC via V67 and V305 northbound.

Key features and data points:

- Waypoints and Altitudes:** (IAF) CUNNINGHAM CNG (1217), (IF/IAF) LOYIG (2000 (6)), (FAF) UKIKE (700), 513±, 459±, 679±, 1193, 638, 2900 to LoYig (0.28° (37.5)), 2900 NoPT 193° (26.7).
- Distances:** 5 NM, 2.6 NM to RWY 19, 1.2 NM to RWY 19, 1.4, 2.6 NM, 6 NM.
- Angles:** 006°, 186°, 3.02° TCH 40.
- MSA Circle:** MSA RWY 19 25 NM, 2200.
- Runway Details:** REIL Rwy 1 and 19, MRL Rwy 1-19, 5000 X 100, 0.5% UP, 186° to RWY 19, 61, TDZE 320, 424.

2000	GIYEV	POTYI 2.6 NM to RWY 19	UKIKE	LOYIG	5 NM Holding Pattern
		1.2 NM to RWY 19	3.02° TCH 40	186°	006° → 2900
		1.2	1.4	2.6 NM	6 NM
CATEGORY	A	B	C	D	
LNAV MDA	720-1	400 (400-1)	720-1¼	400 (400-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)	

UNION CITY, TENNESSEE

Orig 08101

UNION CITY/EVERETT-STEWART RGNL (UCY)

36° 23'N-88° 59'W

RNAV (GPS) RWY 19

AL-5525 (FAA)

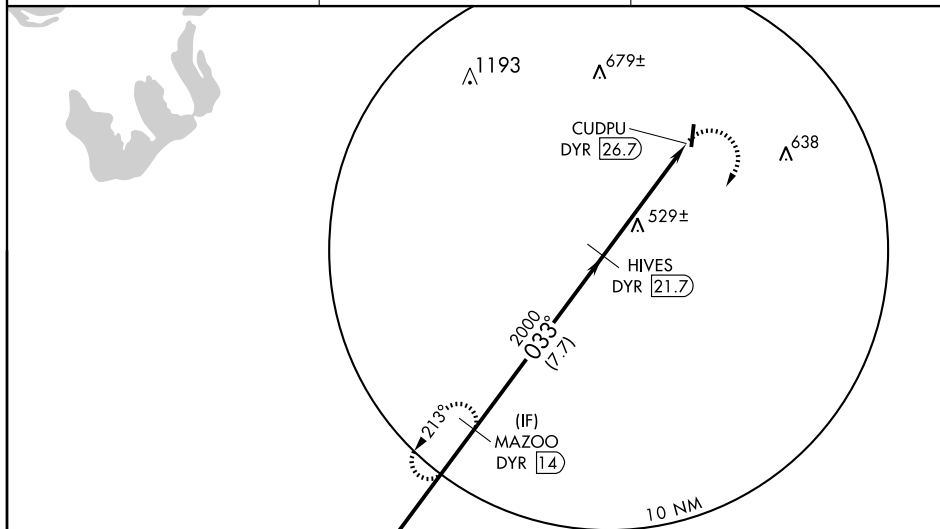
VORTAC DYP 116.8 Chan 115	APP CRS 033°	Rwy Idg TDZE Apt Elev	N/A N/A 335
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VOR/DME-A
UNION CITY/EVERETT-STEWART RGNL (UCY)


T When local altimeter setting not received, use Dyersburg
A NA Rgnl altimeter setting and increase all MDAs 80
feet

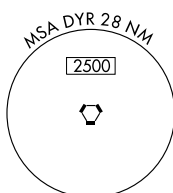
MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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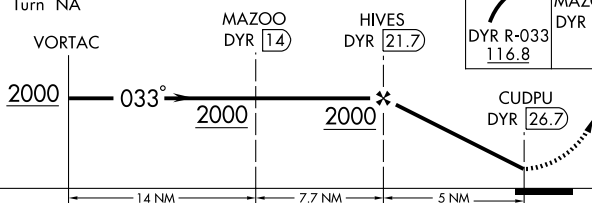


Procedure NA for arrivals on
DYR VORTAC airway radials
018 CW 083

IAF
DYERSBURG
116.8 DYR  -
Chan 115



Procedure
Turn NA



CATEGORY	A	B	C	D						
CIRCLING	780-1	800-1¼	800-1½	900-2	Knots	60	90	120	150	180
	445 (500-1)	465 (500-1¼)	465 (500-1½)	565 (600-2)	Min:Sec					

UNION CITY, TENNESSEE
Amdt 8 07354

UNION CITY/EVERETT-STEWART RGNL (UCY)
9'W VOR/DME-A

36° 23'N-88° 59'W

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

WAVERLY N36°06.97' W87°44.48' NOTAM FILE MKL.

NDB (MHW) 329 AEY at Humphreys Co.

ST LOUIS

L-161

WAVERLY**HUMPHREYS CO** (ØM5) 3 NE UTC-6(-5DT) N36°07.00' W87°44.29'

756 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 03-21: H4000X75 (ASPH) S-30 MIRL 0.6% up SW

RWY 03: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Self svc credit card fuel avbl 24 hrs. Local skydiving ops Fri-Sun.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

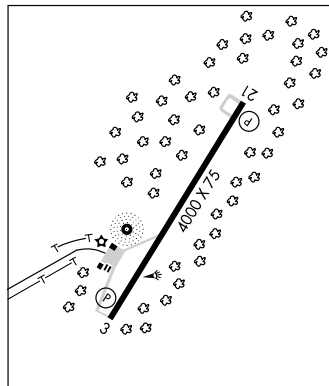
GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 318° 21.9 NM to fld. 770/03E.

WAVERLY NDB (MHW) 329 AEY N36°06.97' W87°44.48'

at fld.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.



ST LOUIS

L-161

IAP

WILLIAM L. WHITEHURST FLD (See BOLIVAR)**WINCHESTER MUNI** (BGF) 3 SE UTC-6(-5DT) N35°10.65' W86°03.97'

979 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 18-36: H5002X75 (ASPH) S-30, D-42 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 80'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 80'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt unattended Christmas, New Year's Eve and Thanksgiving. For attendant after hrs call 931-967-3148. Heavy non-radio equipped tfc first Sat of each month. Unicom monitored irregularly.

WEATHER DATA SOURCES: AWOS-3 121.675 (931) 967-8445.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

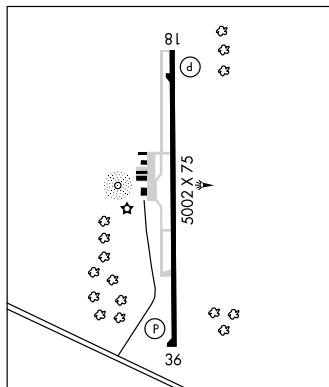
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 142° 29.4 NM to fld. 814/01W.

BOILING FORK NDB (MHW) 263 BGF N35°10.68' W86°04.09'

at fld. Unmonitored 0000-1400Z±.



ATLANTA

H-6K, 9A, L-16J

IAP

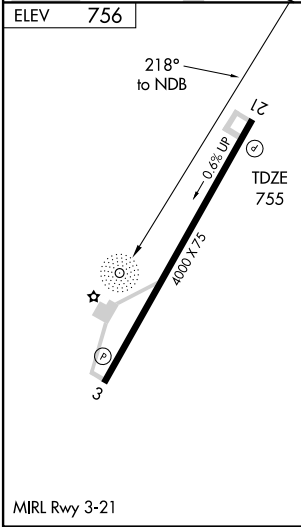
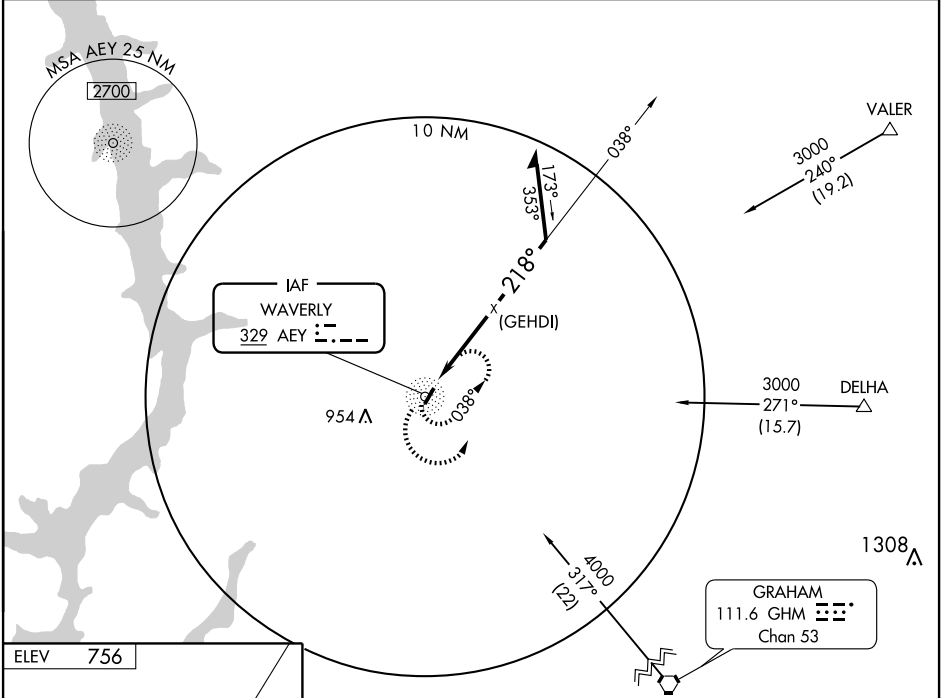
WOLF RIVER (See ROSSVILLE)

NDB AEY	APP CRS	Rwy Idg	4000
329	218°	TDZE	755
		Apt Elev	756

NDB or GPS RWY 21
WAVERLY/HUMPHREYS COUNTY (ØM5)

Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.
---	---

MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
---------------------------------	------------------------



1800

↑

2500

↷

AEY

○

329

NDB

038°

218°

2500

(GEHDI)

4 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-21	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	564 (600-1)	1320-1½ 564 (600-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

SE-1, 26 AUG 2010 to 23 SEP 2010

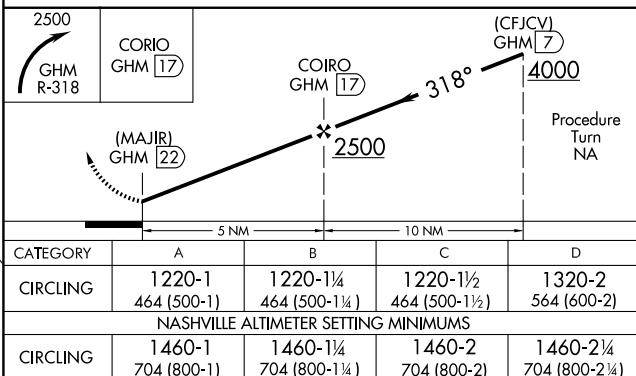
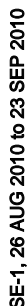
SE-1, 26 AUG 2010 to 23 SEP 2010

AL-6522 (FAA)

VOR/DME or GPS-A
WAVERLY/HUMPHREYS COUNTY (ØM5)

MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

UNICOM
122.8 (CTAF)



36°07'N-87°44'W

WAVERLY/ HUMPHREYS COUNTY (ØM5)
VOR/DME or GPS-A

WAVERLY N36°06.97' W87°44.48' NOTAM FILE MKL.
NDB (MHW) 329 AEY at Humphreys Co.

ST LOUIS
L-161
IAP

WAVERLY

HUMPHREYS CO (ØM5) 3 NE UTC-6(-5DT) N36°07.00' W87°44.29'

ST LOUIS
L-161
IAP

756 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 03-21: H4000X75 (ASPH) S-30 MIRL 0.6% up SW

RWY 03: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z+. Self svc credit card fuel avbl 24 hrs. Local skydiving ops Fri-Sun.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 125.85

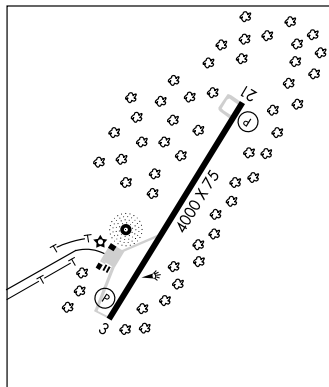
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 318° 21.9 NM to fld. 770/03E.

WAVERLY NDB (MHW) 329 AEY N36°06.97' W87°44.48'
at fld.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.

**WILLIAM L. WHITEHURST FLD** (See BOLIVAR)

WINCHESTER MUNI (BGF) 3 SE UTC-6(-5DT) N35°10.65' W86°03.97'

ATLANTA
H-6K, 9A, L-16J
IAP

979 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 18-36: H5002X75 (ASPH) S-30, D-42 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 80'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 80'. Trees.

AIRPORT REMARKS: Attended 1400Z+—dusk. Arpt unattended Christmas, New Year's Eve and Thanksgiving. For attendant after hrs call 931-967-3148. Heavy non-radio equipped tfc first Sat of each month. Unicom monitored irregularly.

WEATHER DATA SOURCES: AWOS-3 121.675 (931) 967-8445.

COMMUNICATIONS: CTAF/UNICOM 122.8

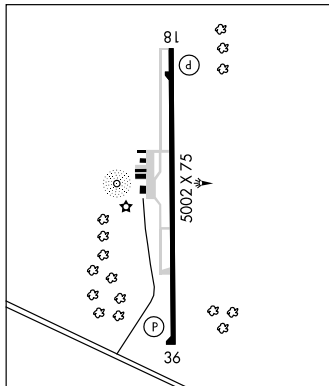
MEMPHIS CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 142° 29.4 NM to fld. 814/01W.

BOILING FORK NDB (MHW) 263 BGF N35°10.68' W86°04.09'
at fld. Unmonitored 0000-1400Z+.

**WOLF RIVER** (See ROSSVILLE)

WINCHESTER, TENNESSEE

AL-6187 (FAA)

NDB BGF	APP CRS	Rwy Idg	5002
263	191°	TDZE	971
		Apt Elev	979

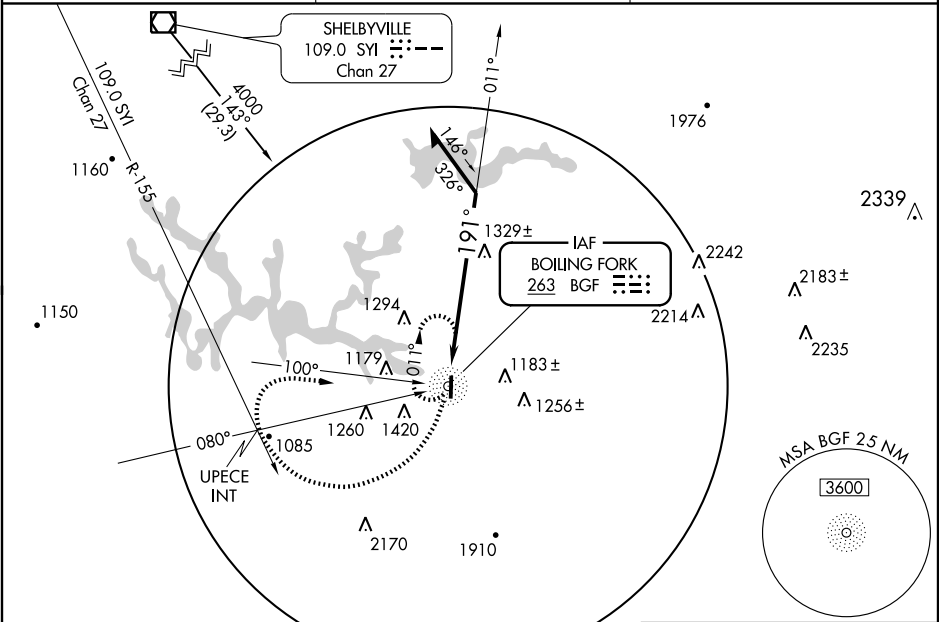
NDB RWY 18
WINCHESTER MUNI (BGF)

NA

When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility 1/4 mile Cat. B, 1/2 mile Cat. C and D.

MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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3500 **BGF** **UPECE INT** **BGF**

260° BRG **263** **CRS 100°** **263**

NDB **071°** **3000** **191°**

Remain within 10 NM

CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2 1/4 709 (800-2 1/4)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2 1/2 801 (900-2 1/2)

ELEV 979 **TDZE 971**

191° to NDB

81 **5002 x 75**

36 **MIRL Rwy 18-36** **REIL Rwy 18 and 36**

Knots	60	90	120	150	180
Min:Sec					

WINCHESTER, TENNESSEE
Amdt 6 08213

35°11'N-86°04'W

WINCHESTER MUNI (BGF)
NDB RWY 18

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 99707 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	5002 979 979
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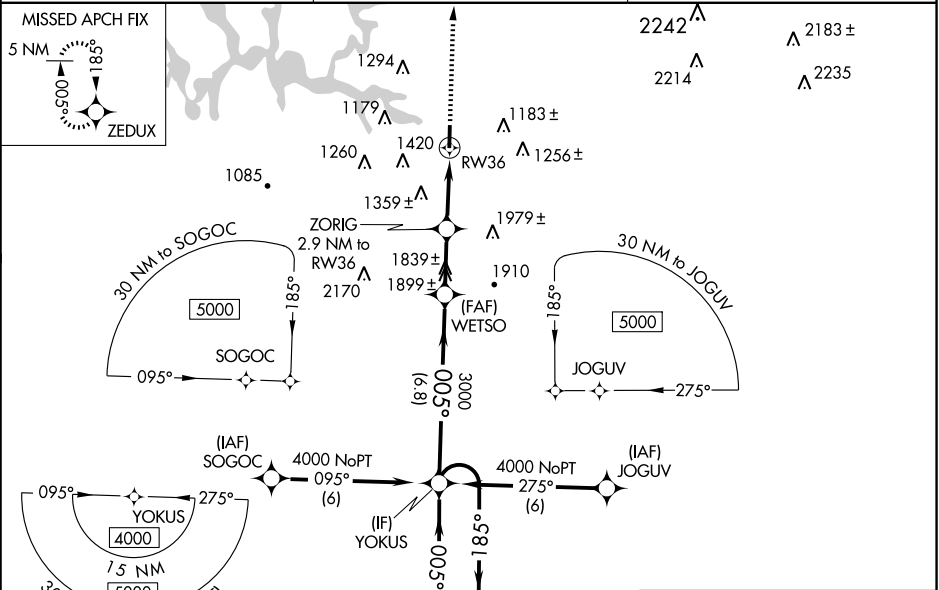
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

NA

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.

MISSED APPROACH:
Climb to 4000 direct ZEDUX and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

YOKUS

4000

185°

005°

GS 3.50°

TCH 51

6.8 NM

2.4 NM

2.9 NM

WETSO

3000

005°

***2100**

RW36

ZORIG

2.9 NM to RW36

VGSI and RNAV glide-path not coincident.

4000

ZEDUX

***LNAV only.**

CATEGORY	A	B	C	D
LPV DA	1340-1	361 (400-1)		NA
LNAV/VNAV DA	1367-1 ¼	388 (400-1 ¼)		NA
LNAV MDA	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA
CIRCLING	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA

ELEV 979

81

5002 x 75

TDZE 979

36

005° to RW36

MIRL Rwy 18-36

REIL Rwy 18 and 36

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

WINCHESTER, TENNESSEE

AL-6187 (FAA)

RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

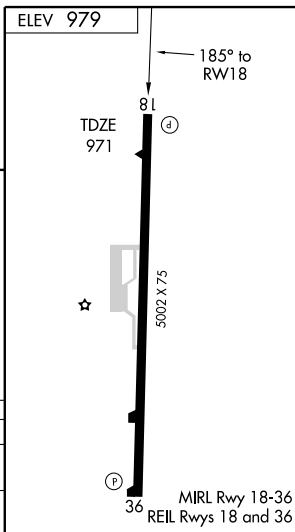
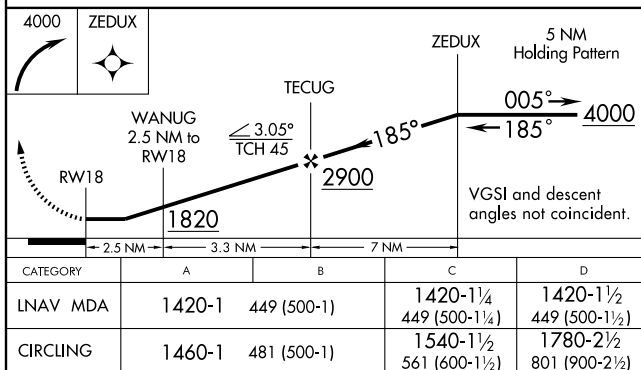
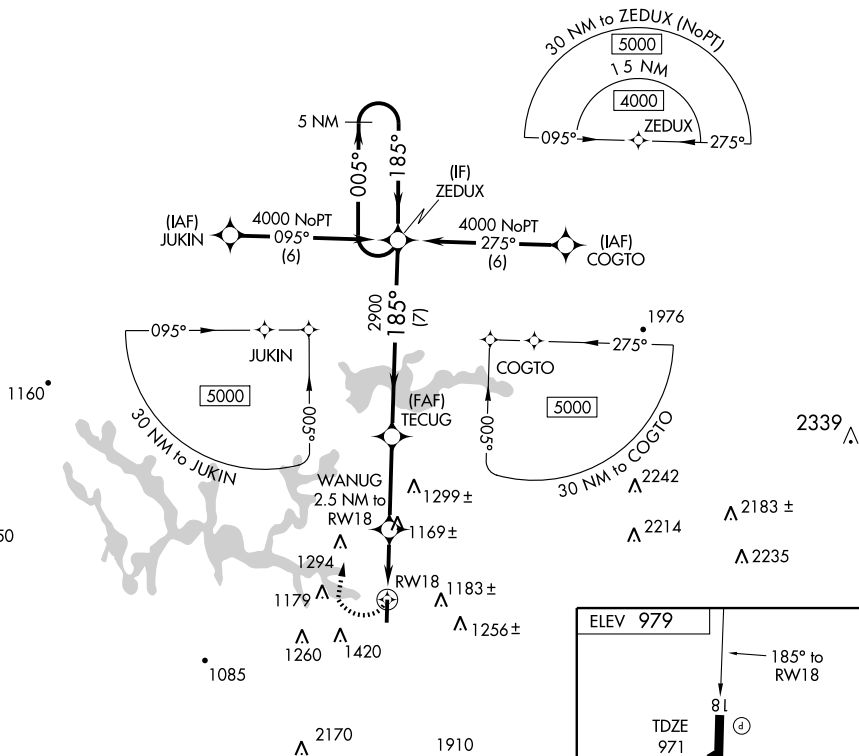
APP CRS 185°	Rwy Idg TDZE Apt Elev	5002 971 979
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T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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WINCHESTER, TENNESSEE

Orig 08325

35°11'N-86°04'W

WINCHESTER MUNI (BGF)
RNAV (GPS) Y RWY 18

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1. 26 AUG 2010 to 23 SEP 2010

WINCHESTER, TENNESSEE

Orig 08325

35°11'N-86°04'W

WINCHESTER MUNI (BGF)
RNAV (GPS) Y RWY 18

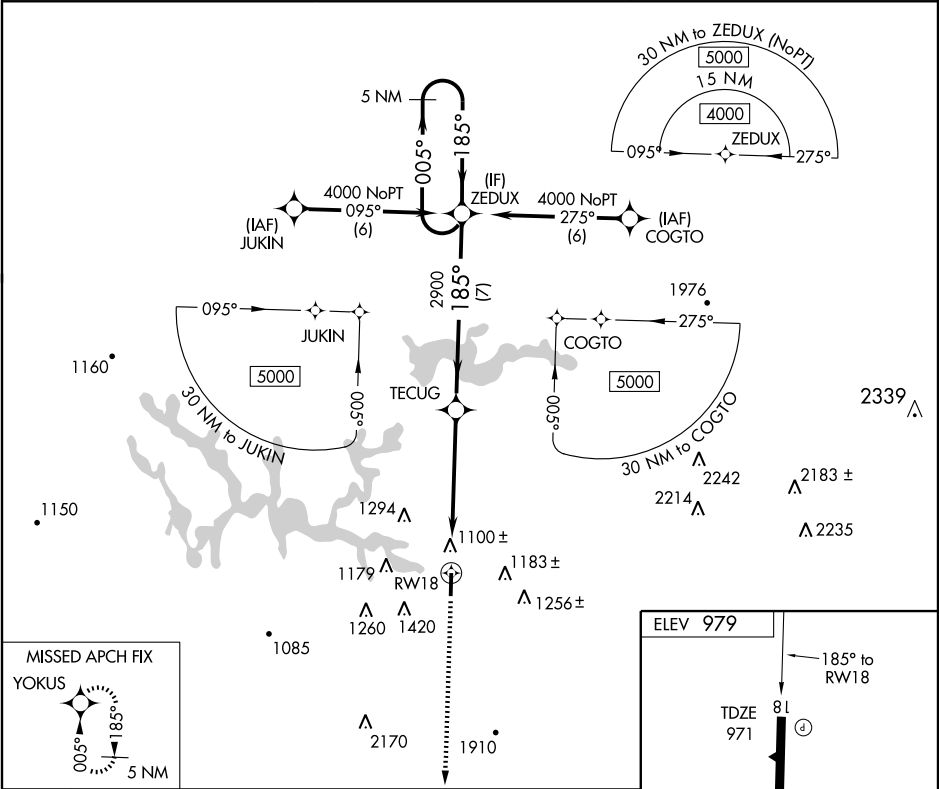
RNAV (GPS) Z RWY 18
WINCHESTER MUNI (BGF)

WAAS CH 42708 W18A	APP CRS 185°	Rwy Idg TDZE 971 Apt Elev 979
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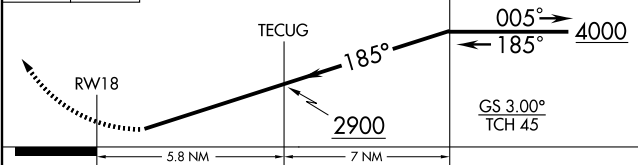
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities ½ mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

MISSED APPROACH:
Climb to 4000 direct
YOKUS and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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4000	YOKUS	VGSI and RNAV glidepath not coincident.	ZEDUX	5 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA		1368-1½	397 (400-1½)	
LNAV/VNAV DA		1589-2¼	618 (700-2¼)	

